2010 Northern California Classic
400 Mile Young Bird Race
Sponsored by the Martinez Homing Pigeon Club

TO BE FLOWN
ONE WEEK AFTER THE LAST BAY CITIES RACE
(WEATHER PERMITTING)

$15,000 FIRST PLACE PRIZE
BASED ON 1,000 BIRDS ENTERED

RACE STATION: ELI NEVADA APPROX. 400 MILES

GO TO: MTZRACINGPIGEON.COM OR BAYCITIESCOMBINE.COM
FOR A COMPLETE LIST OF RULES AND A LIST OF THIS YEAR'S HANDELS ON FEB 1ST 2010

The Martinez Homing Pigeon Club would like to congratulate the winners of the 2009 Northern California Classic. The winning bird AU 09 TCH 20 BC H handled by Mario Martinez of Fairfield Ca. (Right) and bred by the partnership of Quejado / Lopez also of Fairfield Ca. Albert Quejado (Left) shown holding his winning bird and a beautiful plaque.
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If any member in good standing with CSRPO requests assistance with an ordinance problem, we first assure the flyer has:

1. No CC&Rs restricting the keeping of racing homing pigeons.
2. Conformed to local zoning laws regarding the keeping of racing homing pigeons.
3. Followed building codes and obtained required permits.
4. Complied with licensing requirements regarding the keeping of racing homing pigeons.
5. Kept his /her racing homing pigeons in a healthy atmosphere.

The CSRPO will then endeavor to help the fancier to the following extent, provided that he/she has furnished information requested by the Ordinance Chairman and that he/she is in compliance with the aforementioned restrictions.

A. Match local funds raised and paid to a law firm for fighting the ordinance problem. Such matching funds are not to exceed $3,000 per case unless prior authorization for more money has been obtained from the full Board of Directors. In all cases, the CSRPO will not reimburse the locality more than the portion they have raised and paid as their share of the matching funds.

B. Request ARPU to assist with funding of the ordinance litigation.

For further information, contact your regional vice president.

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**2010 Calendar of Events**

- **01/10/2010** -- Fly for Hope Pigeon Show in Hilmar, CA (at Carl Perry’s) For information call Mike Gonigan at 209-814-7002
- **01/30/10** -- BAKERSFIELD ANNUAL SHOW AND AUCTION Contact Jim Morrison @ 661-325-8425
- **01/16 & 31, 2010** -- California Late Hatch Classic
- **03/27/10** -- TULE RPC Auction & One-Loft Race
- **05/30/2010** -- WESTERN OPEN
- **09/22/10** -- Shasta Classic
- **10/03-10/17** -- Gold Country Challenge Northern California Classic (Eli Nevada)
- **10/10/10** -- Sierra Ranch Classic
- **10/10/10** -- Golden State One Loft Race
- **10/30/10** -- Santa Barbara Futurity
- **11/07/10** -- Central California Triple Challenge
- **11/21-11/27** -- Triple Crown Race Series
- **12/04/10** -- Bieche Lofts Auction 12-04-10
- **01/2011** -- Snowbird Million Dollar Race

See the web site for updates

www.calpigeon.org
As Editor and Publicity Chairman of the CSRPO, in 2010 I am dedicated to carry on the legacy of old, and new legends who pave the way for today’s fanciers, and the new generation to come. I thank our membership, our President, and The Board for giving me the privilege of working with them one more time.

After a long winter of travelling, and no competition due to some of my mistakes in the loft; I am eager to bring you the latest Spring issue of the CSRPO Newsletter, particularly now that our long winter is over, and a large number of fanciers are pairing their best pigeons or banding babies; it’s time to get busy making reservations for conventions, futurities, and one loft races.

Fame and Glory is not the only reason we celebrate pigeon racing, so I am proud to share with you different views, methods, and strategies from different members across our state. I thank all the members who take the time to flip through the pages reading an article or two, but most importantly, I thank all the members featured in this issue, for they share with us their knowledge and wisdom. My goal is to showcase a great variety of fun events, plus the lives and careers of breeders and thoroughbreds across beautiful California.

In addition to putting together one of the most informative issues, I have been focusing much of my efforts on soliciting the support of breeders and One Loft Managers outside of the state. While the print publication is the bread and butter of this newsletter, I encourage you to consider visiting the web sites of all our faithful supporters who pay their hard earned money to advertise in this publication.

I am aware that maybe not even all the scientific research will answer some of the many questions we have about racing pigeons; however, it’s my goal to take members inside the life and intriguing mind of the amazing racing pigeon through the eyes of different people with their methods and strategy.

Don’t forget to follow updates and news in our CSRPO web site...

Thanks to Lo
Cheers to you all,

Manuel Cardoso
Happy New Year and Greetings to All

I hope your Holiday Season was wonderful. It’s hard for me to believe that another year has come and gone so quickly.

Congratulations to the Mid-Valley Combine for hosting a truly terrific CSRPO Convention, with everything going smoothly. The Mid-Valley Combine has once again volunteered to host the CSRPO Convention for 2010. As information becomes available for the 2010 CSRPO Convention it will be posted on our website at calpigeon.org. One thing I would like to call your attention to at the next CSRPO Convention is that “Show Birds” must be entered on Thursday Night only. Once again, please check our website often for information on the Race and the Convention.

At this time of year, the “Stock Birds” are already mated or we are getting ready to mate them. Also the 2010 Old Birds Season is just around the corner. We are all very busy with matting, planning, preparing for training, etc. I want to wish All the Best of Luck in the 2010 Races and Shows.

Let’s not forget the new Flyers in our sport. They need to be mentored and helped out. These new Flyers are the Future of our Sport, so let’s all do our part to help them out.

If you’re Club, Combine or an Individual has a Special Event planned, you should put your specific information on our calpigeon.org website. It a great and easy way to let everyone know what’s going on around the State, and it’s Free.

Ed Minvielle of Siegel Pigeon Supplies has generously donated a Benzing G2 Express Clocking System to be raffled off with the proceeds going to the CSRPO Scholarship Fund. This raffle will be held at the Central California Center of the American Racing Pigeon Union Picnic to be held on Sunday, August 1, 2010. Again please check the CSRPO website for information on how to obtain your raffle tickets. Here’s an idea, maybe your Club could get together and buy a bunch of tickets so your Club could have an extra clock to loan out to a New Member. Reminder, the monies derived from this raffle will go directly to the CSRPO Scholarship Fund.

Please check the CSRPO website often as it has a wealth of information about Pigeon Organizations, planned events, things for sale, announcements, race results, Jr. Flyer information, weather, etc.

Wishing you All a successful “Old Bird Season. Get a Good One!

Manuel Dias
335 Oakvue Rd.
Pleasant Hill, CA 94523
dusty.wings@sbcglobal.net
Here we are again, another year behind us and a bright future on the horizon.

Let us recap all the excitement of last year. We have added several new members to the ladies auxiliary. They joined in our activities at convention and said they truly had a great time. Therefore, we are glad to welcome them and look forward to getting to know them better in the future. It is so wonderful to get new members as the enrollment in the ladies auxiliary has dwindled in the last couple of years.

We managed to raise the most money ever for the scholarship fund with the help of all the members of both associations. Over the past 2 years the men of the C.S.R.P.O. have been so supportive of the scholarship program it is overwhelming. Even greater than that is the way they have stood behind the ladies auxiliary as a joint partner in this endeavor of keeping our sport alive and well for future generations. I am very grateful to all of you for this accomplishment. We were able to give out money to all qualified applicants, whether a scholarship or book money. I know from experience with my grandson, what a help this is.

The convention was a great success, thanks to the chair people, Virginia Camancho, Randy Blackwood, and the Mid-Valley Combine, who have offered to chair this year’s convention (2010) as well. Everyone I spoke with had a great time and look forward to next convention.

Let us move on and look to the coming year. I have just recently received the minutes from the C.S.R.P.O. Board of directors meeting held 1-10-2010. I noticed that there was a change to amend the By-laws Article 2 section 11, which pertains to the annual convention itinerary.

I hope that if at anytime a host organization that is putting on the convention, truly thinks everything through before proposing a shortened convention schedule. I would hope they would take into consideration that there are no provisions set up for the women’s auxiliary or the junior program. This would impede the scholarship program and the growth of our sport as a time for families to have fun together. It would drastically affect the membership of the ladies auxiliary. The convention is the one thing they all look forward to when they are paying their membership dues.

It gives us women a chance to get together raise money for the scholarship program and in general just to enjoy the fellowship. For many of us, it is the only time of the year that we don’t have to worry about cleaning house, what’s for dinner, etc. and just enjoy being pampered and entertained were our biggest decision maybe what prize to choose from our winning raffle ticket.

Sincerely,

Fay Leighton
The meeting was called to order at 8:50am by President Manny Dias at Carl Perry’s residence in Hilmar. Present: Board members Dias, Richesin, Brazil, Rapozo, Stierlin, Coston, Barger, Cardoso; committee chairs Randy Blackwood, Mike Gonigan. A moment of silence was observed for our departed members. Minutes of the November 2009 Annual Meeting were approved as published.

DIRECTORS’ REPORTS

Northern Vice President Bob Rapozo – Everything is rolling smoothly; no ordinance issues.

Central Vice President Darryl Coston – No ordinance issues; the Bakersfield Club is preparing for their winter show (last Saturday in January).
Southern Vice President Bill Barger – There have been a couple ordinance problems, but the flyers clearly were not in compliance with ordinances so nothing could be done.

Publicity Director Manuel Cardoso - He needs articles and ads for the next newsletter by January 15th.

Secretary Treasurer Joyce Stierlin – 235 State Race entries have been received as of 1 ½ weeks ago. She will cut off entries on January 31st and conduct a drawing with Bob Rapozo to determine which entrants can have the second entry they requested.

Awards Chairman Mike Gonigan – Lots of applications were received in late December (8 for OB Hall of Fame, 36 for YB Hall of Fame, and 4 for Disney Awards. When Mike has completed the award calculations he will publish the results on our website. Gonigan has an idea to use merged WinSpeed files from California clubs/combines to create a database from which he can determine award winners. He reported that breeders have been asking for award recognition in addition to the handlers who flew the winning birds. Mike will add a place for breeder name on the Hall of Fame and Disney application forms, and breeder name will be added to the awards’ engraved plates.

2009-2010 CONVENTION REPORT – Chairman Randy Blackwood gave the 2009 convention financial report. He said Jackson Rancheria will not accept reservations until July but we are first on the list when they do so. The board recommended we keep the Clarion Hotel for next year’s convention since it was a good site this past year. The final decision is up to the convention host organization.

DONATIONS – It was moved by Rapozo, seconded by Barger, and unanimously approved that we donate $500 for 2010 junior race awards, donate $1000 to the Ladies’ Auxiliary Scholarship Fund and donate $500 to the City of Hope.

CONVENTION ITINERARY AMENDMENT:

The board discussed giving the convention host the option not to have the show at the convention and to change the itinerary. It was moved by Coston, seconded by Rapozo, and unanimously approved to amend By-Laws Article 2, Section 11 as follows (new wording is underlined):

There shall be an Annual Convention held each year that should consist of a State Pigeon Race, a State Pigeon Show and a State Banquet. The Annual Meeting should be held in conjunction with this state convention. If the show will not be held at the convention, the CSRPO Board must approve the proposed change.
Barger moved, Coston seconded, and it was unanimously approved that we also add the following alternative convention schedule as follows:

The host organization may shorten the convention to two days as follows:

<table>
<thead>
<tr>
<th>Friday: (Gathering day)</th>
<th>Saturday:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration</td>
<td>Registration</td>
</tr>
<tr>
<td>Race entry fees paid</td>
<td>Annual meeting</td>
</tr>
<tr>
<td>Vendor room</td>
<td>State Race</td>
</tr>
<tr>
<td>Hospitality room</td>
<td>Vendor room</td>
</tr>
<tr>
<td>Shipping State Race birds</td>
<td>Hospitality room</td>
</tr>
<tr>
<td></td>
<td>No host bar</td>
</tr>
<tr>
<td></td>
<td>Banquet dinner and awards</td>
</tr>
</tbody>
</table>

NEW BUSINESS

The board discussed a complaint received by Barger from a WFI flyer. When that person tried to enter a bird in the 2010 State Race he was informed he wasn’t a current member. To give clubs notification that their dues have not been paid by the April 1st deadline (and thus they will be dropped from the CSRPO Roster), the Secretary-Treasurer will send an email (if email addresses are on file) on April 15th to the president and secretary of each club that is in arrears. A list of these clubs also will be posted on our website.

Mike Gonigan moved that we purchase a docking station for the State Race loft. Darryl Coston seconded and the motion was approved unanimously.

The meeting was adjourned at 9:53am.

Joyce Stierlin, CSRPO Secretary-Treasurer
2009 CSRPO Convention Race Results...
2009 OFFICIAL STATE RESULTS

1st Drop 12:08
09 SOC 90275 BC
09 UB 461 BB
09 BAK 42 BB
09 OVC 319 BBtk

2nd drop 12:18
MRC 182
ARC 3589

3rd Drop 12:32
HAPYCO 9091
MAN 90559
SHOWTIME 567
MAN 90677
GSF 1157
BAK 949
SOC 91789
WSJ 1625
BCI 9007

FIRST 10 IN THE 2009 JUNIOR STATE RACE

1. WSJ 80........CECE PELLIZZARI
2. KFL53........JOSEPH SAMPAELA
3. GSF2840......ANDREW BENNETT
4. GSF2898......KAYLA BENNETT
5. GSF2224.....BROC PERRY
6. MAN90957 EMILY ORTZOW
7. GSF534.......JESSICA PAINE
8. ARC3169....RACHEL LONGFELLOW
9. ARC3535....JUSTIN WESSEL
10. MAN90331 .ALYSSA GONIGAN
Thanks to contributions from your fellow pigeon flyers, the following reports are from all over the State. Through their efforts we are kept up to date on news and views throughout California.

**SACRAMENTO RACING PIGEON CLUB PRESENTS**
**THE 24TH ANNUAL STAN MELVILLE SUMMER CLASSIC**
**SUNDAY AUGUST 1, 2010**

FLOWN FROM WINNEMUCCA, NEVADA 250 MILES; THE PREMIERE AND EARLIEST ONE LOFT RACE IN THE UNITED STATES. PERCH FEE OF $75.00 A BIRD OR 4 BIRDS FOR $225.00 (NON REFUNDABLE) MUST BE PAID WHEN BIRDS ARE SENT TO THE LOFT.

BIRDS ACCEPTED FEBRUARY 1 THRU MARCH 15, REPLACEMENTS UNTIL APRIL 7TH. RACE ENTRY FEE IS $100.00 PER BIRD SHIPPED TO THE RACE, DUE BY JULY 14TH IF SENT BY MAIL.

---

**The Santa Barbara Racing Pigeon Club will Sponsor:**

**The 7th Annual SANTA BARBARA FUTURITY**

$30 PER BAND OR **BUY 10 GET 1 FREE!**

2010 YOUNG BIRD SERIES

**ONE RACE FROM STOCKTON, CA. 275 MILES**

SHIP ON THURSDAY OCT.28, 2010 RELEASE ON SAT.OCT.30, 2010

FEDERATION RELEASE

FOR BAND SALES AND QUESTIONS CALL;

DAN LIONELLO/ 805-684-8566 / CELL 805-895-1012

BOB WHEATLEY 805-684-2753

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**Tule Racing Pigeon Club**

$4th Annual Spring Fling

Saturday, March 27, 10 am.

Auction, One Loft Race of Steve Serrins’ Birds, fine food

Information: 559-798-1069

Eyecandy63@aol.com
Now Two CBS Races in Oklahoma for 2010

Now flown from the East. Come early to attend the AU Convention and watch our races
$100 Perch Fees • No Auction • No Buy Back • Owner Retains Birds
Full Time Staff • No Cut - 100% Entry Fees Paid Out • Live Webcans on Lofts

Oklahoma Twister
2 Races 100 Chances to Win

Perch fee: $100  Entry fee: $150 (shipped to 1st Race, per bird)

<table>
<thead>
<tr>
<th>250 Mile Race</th>
<th>Entry fee only $150</th>
<th>350 Mile Race</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st - $10,000</td>
<td>4th thru 10th - $1,000</td>
<td>1st - $14,000</td>
</tr>
<tr>
<td>2nd - $3,000</td>
<td>11th thru 20th - $500</td>
<td>2nd - $4,000</td>
</tr>
<tr>
<td>3rd - $2,000</td>
<td>21st thru 50th - $300</td>
<td>3rd - $3,000</td>
</tr>
</tbody>
</table>

(payout based on 600 birds entry 40% to the 250, 60% to the 350)

The 1st Drops will split prize money, all others paid on trapping order.
Pool monies paid on trapping order.

Perch Fees: 5 or more $100 each, less than 5 $125 each. No limit - send all the birds you want. No CBS banded birds allowed in race. Entry Fees: $150 per bird shipped to the 1st Race. Birds not activated available for other participants, but remain the property of breeder. No cut - Entry fees paid out in full. Training and management by CBS.

Watch Two Races the Day Before the AU Convention

Mercedes Classic
7th Annual

$260,400
$1,600,000
Paid out in 2009
Paid out on past races

4 Bird Entry plus 2 backup birds
4 Races over 140 Chances to Win

Two - 200 Mile Races pay:

Each 200 mile race will pay $10,000 to first drop.
Weekly Internet Updates, Live Webcam on the Loft

<table>
<thead>
<tr>
<th>Champion Bird Points pays:</th>
<th>Champion Bird AVG Speed pays:</th>
<th>300 Mile Race pays:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st - $15,000</td>
<td>1st - $15,000</td>
<td>1st - $19,500</td>
</tr>
<tr>
<td>4th - $2,000</td>
<td>4th - $2,000</td>
<td>5th thru 10th - $2,500</td>
</tr>
<tr>
<td>2nd - $5,000</td>
<td>2nd - $5,000</td>
<td>2nd - $7,500</td>
</tr>
<tr>
<td>5th thru 10th - $1,000</td>
<td>5th thru 10th - $1,000</td>
<td>11th thru 20th - $1,500</td>
</tr>
<tr>
<td>3rd - $3,000</td>
<td>3rd - $3,000</td>
<td>3rd - $5,000</td>
</tr>
<tr>
<td>11th thru 35th - $500</td>
<td>11th thru 35th - $500</td>
<td>21st thru 60th - $1,000</td>
</tr>
<tr>
<td>Total $43,500</td>
<td>Total $43,500</td>
<td>Total $125,000</td>
</tr>
</tbody>
</table>

Entry fee: $1600, 4 birds ($1200 prize, $400 perch). Back up birds are $100 each. If more than 4 birds go to the first race $300 is due for each backup bird. Payout based on 250 teams.

Continental Breeding Station
14600 S. Indiana Ave, Oklahoma City, OK 73170
www.cbspigeon.com  405-691-1313
Once again we had a great week, 6 races in 7 days, 3 Triple Crown races, The California Classic, Holiday Cup, and the San Diego Classic. We were hosted by a new hotel this year, the Courtyard Marriott San Diego Airport/Liberty Station. The accommodations were great, very reasonable rooms and no parking fees.

To see the complete results for Ron Steinbrenner’s Triple Crown go to his website, http://www.triplecrownclassic.com. The Triple Crown Crown champions were the Double Dutch Boys, Bert Oostlander and Johan Van Boxmeer. Bert is from Georgia and Johan is from Holland. The California Classic, managed by John Timmerman, had a great race, 23 on the first drop from 300 miles. Too many winners to list, John puts on a great race, birds are well trained, and the food is the best. To see his complete results you can go to his website, http://www.californiaclassicsd.com

The San Diego Classic Club puts on the Holiday Cup and the San Diego Classic. The Holiday Cup was a very good race, 4 birds in first drop, with speed of 1375 YPM and excellent returns. The 4 winners were John Perrin, Wa., Stephen Bros., Long Beach, Wayne Herron, San Diego, and the WIN Syndicate, (Mike Bateman, Joe Roccoforte, Juan Supulveda, and Eddie Spetz). Win Syndicate won @ 18,000pts and Stephen Bros @12,000pts. Unfortunately the San Diego Classic was a very tough race with only one bird making it home in race time (3 days). The bird came in the morning of the second day and no other birds returned with the exception of one the fourth day.

The winning bird was bred by the team of Jeffers and Losordo from Phoenix, AZ. The bird was bought in the Calcutta so the winning owners are David Dvorak and John Downey from Carlsbad, Ca. The bird won over 40,000 pts.

Normally we have our 350 mi. race 2 weeks later however this year we waited 21/2 weeks due to inclimate weather. The 350 mi. race is a race from each loft as well as the Mega Race where birds from the Triple Crown, California Classic, Holiday Cup, and the San Diego Classic all compete against each other. This years Mega Classic winner was clocked in at Ron Steinbrenner’s Triple Crown loft with 5 in a drop in a very tough race. The birds clocked in at 4:46, less than ½ hr. before dark. The winning bird was bred by Carey Tilson from North Carolina, the other 4 birds were bred by Steve Lance, Bryan Maier, Dr. Timothy Lin, and Patti&Irma. The 350 mi. Holiday Cup Superbird was won by John Nemeth, Glendora, Ca. His winning bird clocked in at 6:34 AM the second day. The only bird from the SD Classic Superbird never made it home.

We are very proud of putting on the “Greatest Week of Pigeon Racing in the Country” each year and hope those of you that have not experienced it do so next year. Those of you that have, we thank you and hope to see you again next year. We try to keep the best interest of the breeders in mind and put on a great show each year. I would like to thank all the members of the San Diego Classic Club that make this week go. I would especially like to thank Ahmad Morat, the handler for both the Holiday Cup and the San Diego Classic. Ahmad is one of the most successful fliers in San Diego and has done a very professional job of keeping the birds healthy and well prepared for racing.

We are planning a few changes to the San Diego Classic for next year. Go to our website, http://www.sandiegoclassic-holidaycup.com for further information.
2010 AWOL One Loft Race Series
Official National Breeders Championship
Participating One Loft Race Series Host Loft
Ten Ways to Win
5 Capital Prize Races + 4 Average Speed Series
+ National Breeders Championship

All AWOL One Loft Race “Long Average Speed” entries are automatically entered at no cost to you in the National Breeders Championship and are eligible for thousands of dollars in additional Capital Prizes.

You can read more about the National Breeders Championship at www.thenational.us

2010 AWOL One Loft Race Series

This is the only race series that allows you to choose which races you want to enter. You are free to enter only one race or any number of races. If you enter all races in a series, you are qualified for Series Average Speed.

Accepting Entries February 1st – June 1st & Replacement birds till June 15th

No birds accepted without accompanying perch fees
All entry fees are due on or before August 28th
Entry payments postmarked later than August 28th, will not be accepted
If an entry is lost prior to a race, breeder’s entry fee is credited to next year’s Race Series

Live Internet Race Results
Birds Remain the property of the Breeders – No Buy Backs!!!

100% of Entry Fees paid out as Capital Prizes

Each of the 5 Capital Prize Races, is released within a Southern California Federation race of up to 2800 birds. The loft is located on the long end of the Federation, so returning birds do not come in “drops”, but in singles.
The average time between the first and second “Clocked” birds in past races, has been six minutes.

<table>
<thead>
<tr>
<th>Race Distance</th>
<th>Date</th>
<th>Station</th>
<th>Entry Fee</th>
<th>Average Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>150 Mile</td>
<td>09/12/10</td>
<td>Delano</td>
<td>$25.00</td>
<td>Middle</td>
</tr>
<tr>
<td>220 Mile</td>
<td>09/26/10</td>
<td>Fresno</td>
<td>$45.00</td>
<td>Middle + Long</td>
</tr>
<tr>
<td>300 Mile</td>
<td>10/10/10</td>
<td>Modesto</td>
<td>$70.00</td>
<td>Middle + Long + Marathon</td>
</tr>
<tr>
<td>350 Mile</td>
<td>10/23/10</td>
<td>Stockton</td>
<td>$85.00</td>
<td>Long + Marathon</td>
</tr>
<tr>
<td>400 Mile</td>
<td>11/06/10</td>
<td>Woodland</td>
<td>$95.00</td>
<td>Marathon</td>
</tr>
</tbody>
</table>

All Five Races are Capital Prize Races
Each Capital Prize Race pays out 15 prizes

All Five Races qualify for the Overall Average Speed Competition.
Each Average Speed Competition pays out 4 positions (40%, 30%, 20%, 10%)

Long Average Speed Entries (220 + 300 + 350 Mile Races) Are automatically entered at no cost to you in the National Breeders Championship and are eligible for thousands of dollars in additional Capital Prizes!

Ship birds with perch fees to:
AWOL Club House
8681 Lola Ave
Stanton, CA 90680
Make checks payable to “AWOL Racing Pigeons”

| 1 – 2 birds | $90 each |
| 3 – 6 birds | $85 each |
| 7 or more   | $80 each |

Ship birds with perch fees to:
AWOL Club House
8681 Lola Ave
Stanton, CA 90680
Make checks payable to “AWOL Racing Pigeons”

Questions? Call Marius at: 714-527-0407
Visit our Website at: www.AWOLRacingPigeons.com
I had the honor to meet Mr. De Witt last year at the Santa Maria Pigeon Show in Orcutt California. It didn’t take much for me to get an idea about his dedication and love for pigeons, and the sport in general. I will share with you his views, and knowledge about what it takes to be a young winner in today’s amazing pigeon world.

His e-mail is listed on the bottom of the page, feel free to exchange any ideas with Matt, I am glad I did…

1. I am bit familiar with your background growing up around pigeons and crates, please tell “the truth and only the truth; are you a fancier by choice or by design. Tell us about your mentor, your loft, your club, your top pigeons.

I’ve been around pigeons all my life from both my grandfather and my mom. My Grandpa, C.J. Watkins, has been flying birds since he was my age. You could make the case that I was made a fancier by design, but my younger brother has the same breeding and he has almost no interest at all in pigeons. Racing pigeons are a 365 day a year commitment and if a person isn’t up to that commitment then there is no force in this world that will make them do all the crazy things we do as pigeon fliers. My mentor is and always has been my grandfather. Grandpa has invested countless hours of telling me stories, talking over my many ideas (some not so great,) giving me youngsters out of his absolute best pigeons time and time again, and most importantly he is there any time of the day every day to help me with every little problem I come across. This is one reason pigeon sport is in decline. New members when they decide to fly pigeons will always get lots of free pigeons, and some very good quality pigeons at that. But your first year flying you don’t need good pigeons, you need good advice. You need someone that has the knowledge, experience, and has ‘been there’ to fall back on and just say ‘Hey, I need help.’ My loft is just a little two section 12 foot by 10 foot loft. The young bird section can hold about 30 young birds and the old bird section is set up for 8 pairs of old bird racers. Though, Never have I raced more than 12 birds to that loft. Over crowding is one sure way to ruin results and all the fun of pigeon racing. My club is part of the Central Coast Combine, and in Old birds we really have some great races with around 30 lofts entering around 600 birds in the A races and about the same number in the B races at the start of the season. Some of my top pigeons I have bred but I am new to really having breeders and race proven birds to breed out of. In all reality I have three men to thank for many many birds that have been given me throughout the years: My Grandfather CJ Watkins, ‘Uncle’ Gene Hart, and Mike Brazil. Those three men have given me many pigeons that have been one of the most enjoyable parts of my life.

2. I am sure there is more than one thing on your plate, besides all the everyday distractions, you have to deal with classmates, homework and sports. What really drives you to work with your pigeons, and what is you number one reward at the end of any given season.

Of course there are many things that I do on a day to day basis that would generally be classified as a

A Chat with Matthew De Witt
distraction. School, Friends, homework, and family commitments all get in the way of spending time with my birds. But I’ve never met a pigeon racer who didn’t have other things going on in his or her life that distracted them from their loft. But we all decide that we will spare time and energy to put into our pigeons. Some of us put more time than others but we all fly pigeons because we love flying pigeons. If we didn’t enjoy it we just wouldn’t do it. I don’t so much keep pigeons to win races as I do just for the relaxation it brings. I can have a huge test coming up or some stressful event and I know as soon as I step in that pigeon loft with a handful of peanuts, none of that matters anymore; it’s just me and my birds. That’s more important to me in the overall view of things than any single race is.

3. It’s a Sunday Morning at home, you are waiting for race birds to arrive, is kind of early, you go outside anyway; you see two birds circling, but your clock is not set up yet... Quick decision, what are going to do, bring the birds down, go look for the clock and set it up. Do you have any memorable stories to share with us?

I’ll answer this question in a roundabout way much like a politician would. In the pigeon sport at the end of the day we only have one thing to count on; our friends, both human and pigeons. We need to take care of both types because if we have one and not the other then we can’t really race pigeons anymore can we? We need to do everything we can for our fellow pigeon racers because no matter how much we argue or fight, we are still all pigeon fliers and we need each other. We also need to take care of our pigeon friends. If one of my birds flew home 100 miles or 600 miles to come home to me the absolute very least I can do is to be there when it arrives so I can welcome it home with a whistle and a few peanuts. The special bond a person builds between a good pigeon and himself is so much more valuable than any pigeon race. And when people lose sight of that, then are they really pigeon fanciers anymore or just pigeon racers? So, Bring the birds down every time. They deserve at the very least that much.

4. You have access to books, Internet articles, latest news about genetics and animal’s physiology. How much of such information is used in your loft. Do you experiment with yesterday’s methods, or, are you working on creating something different most people haven’t tried? I do a great deal of reading of everyone’s opinions on pigeon racing. One very important part of pigeon racing that many people don’t even think about is that we, as pigeon fanciers, are really psychologists. I am a behaviorist in psych terms. For people unfamiliar with this term, it’s a branch of psychology that believes that everything we know, do, and fear in this world was taught to us. Think about when we take a 25 day old squeaker out of the nest and put it in the young bird loft, it knows very little but its already learning a great deal. Every little thing we do from then till that bird dies leaves an impression on that pigeon. Pigeons, especially young birds, are really knowledge sponges. They learn so much, so quickly that in one day you can teach those birds to eat, drink, and trap into a new loft. You really start building that special pigeon-fancier relationship the day that baby comes out of the egg. I am a natural flier that uses virtually no antibiotics and I have some of the healthiest birds around my club. I use apple cider vinegar, pigeon tea, garlic, honey, and all the old time remedies that do work. If a bird cant be healthy on its own then it needs to go. I’ve never seen a sick pigeon win a 600 mile race. Strong selection in any loft is the only way to make a loft better.

5. Let the games begin: do you ever envision, have you ever considered creating your own family, what are your plans when you bring new pigeons to your breeding loft. Tell us what you do when breeding your next champions.

Over the last few years, I have started to breed a family of birds that are starting to look similar to each other. I would say 95% of the good racers I’ve ever been around are the product of crossings. Inbreds are useless as far as I’m concerned, both in the racing and the breeding lofts. I don’t like to waste money and I’ve never bought a pigeon that has been inbred purposely in the last half dozen generations. What I have found to be the best method for breeding birds is something my grandfather told me ‘Fly everything, and mate your best birds to your best birds.’ If you have to buy pigeons, Buy youngsters and fly them. This ‘bred for stock’ stuff is ruining our sport. Why breed out of something that hasn’t proven that it can find its way home from across the street?

6. Please address supplements, medicine, special feed, or any other items you feel are important when
breeding, training or racing pigeons. Tell us how, what, or why not.

The most important, cheapest, and most commonly ignored supplement in pigeon racing is grit. Grit has everything our birds need that isn’t in a good rounded diet or a drinker of fresh water. It should be changed every day, because they birds just won’t eat dirty dusty grit. The best medicine is NO medicine. If you provide a good clean dry loft with clean and well balanced feed, plus fresh water, changed at least once a day there is no reason for any bird to be sick. If one does get sick, then it should simply disappear from your loft in a very permanent way. As far as feed goes it should be clean and dry, and I favor a mix with about 17% protein. I have found that’s the best number for my birds for both young birds and old birds when they are on the nest. The more I use pellets the more I like them. Pellets are now a fixed part of my twice a day feed ration. I’ve tried about every type of pellet I can find, and by far Purina Nutriblend is the best pelletized food ration on the market.

7. This segment is moving along well, you are part of a new generation, so please be candid and tell us what’s your take on yesterday’s legends, their methods, and shady bylaws. Are we building better fanciers for the future? Do you have suggestions for, clubs, combines and other organizations...

Yesterday’s legends are the foundation from which tomorrow’s legends will rise. Their methods will be the basis of the methods that will be dominant in the future. But shady bylaws are just a part of pigeon sport... I don’t see that becoming a part of the history books any time soon. One thing I believe in to make our sport easier to get into is to cut down the costs for keeping pigeons. Money has become a HUGE part of our sport. An electronic clock set up can cost well over a thousand dollars. Feed continues to rise on the hour. The prices paid for pigeons are mind blowing. Not to mention the price paid even for the humblest of lofts. I believe that in the first two years of racing, new fanciers should be allowed to fly their pigeons at a discounted rate (if not for free.) You have to be hooked on racing before you’ll pay 400 dollars to fly an old bird season. How can we expect a teenage boy to spend on the upwards of $2,000 on starting up in birds, when he can go to the movies for 10 dollars or get a video game for 30? Much less, have $2,000 dollars to start with. So before the next time you complain or moan about the decline of pigeon racing, think long and hard about what YOU have done to make flying pigeons easier for someone that is starting in this sport.

Bonus

1. There is an overflow of European pigeons in the American market. Do you follow the international scene at all, are there any fanciers, writers- domestic or foreign- breeders who inspire you to change your ways of doing things around your loft.

Almost everyone follows the Belgian and Dutch racing scene to some degree. I don’t believe that the Europeans have all the good pigeons, as seems to be the popular belief by a quick look at any auction site. Just because a bird has a BELG or a NL band on it does that mean it’s worth 10X more than an AU bird? I think not. I actually prefer a good American bird that’s really been tested over a European bird. Unfortunately, Many Europeans wrap their birds in cotton and never really push them. Americans are a little more demanding of their pigeons and at the end of the day we know exactly which birds are good and which ones aren’t. I don’t know if I have ever changed any of my habits in the loft just because I read something. Talk is cheap. Words are just words. Now, if someone were to beat me every week and then give me a piece of advice, you better believe both my ears would be open and my mouth would be shut.

2. Last but not least, I usually go to the past, this time I’m going to the future with your youth; grab three things and get on the shuttle right away. What’s in your suit case Matt...

Three things? Good pigeons, Good company, and a whole lot of patience (for the pigeons and pigeon-fliers)

Matthew De Witt
mpdewitt@pacbell.net
Gold Country Challenge

- Four Races flown from the high deserts of Nevada and over the High Sierra Mountains
- $10,000 to 1st Place Overall Ace Pigeon (Prizes based on 200 paid entries)
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Make Checks Payable to:
Gold Country Challenge

2010 Rules:
- Perch Fees: $125 Per Bird or 4 Birds for $400
  (After the first four birds, additional birds are $100 each)
- Perch Fees due when birds are sent to the loft
- Entry Fees: $225 Per Bird
  (Entry Fees are due before Race 1)
- Entries accepted from February 1st to June 1st
- Replacements accepted until June 15th
- No limit to the number of birds a breeder may enter
- All active birds on a breeder's team must have entry fees paid before Race 1 to maintain prize eligibility
- All birds vaccinated for PMV upon arrival
- All fees (including pooling) cut 10%
- No Buy-Backs. Birds remain property of breeders
- Training Tosses, Race Results, and Ace Pigeon Standings updated regularly on website
- A donation will be made to the City of Hope and the California Ladies Auxiliary Scholarship Fund

Prizes based on 200 paid entries going to Race 1

Overall Ace Pigeons based on most points accumulated in the four races. Please see website for points system

Overall Ace Pigeon Payout
1st Place - $10,000
Prizes Paid 10 Positions

Race 1 (165 Miles)
October 3rd, 2010
Points Only

Race 2 (240 Miles)
October 10th, 2010
First Drop Shares $1000 + Points

Race 3 (250 Miles)
October 17th, 2010
First Drop Shares $1000 + Points
Pooling Available

Challenge Your Pigeons in the Race where it Pays to have the Ace!

One Loft Race Series Hosted by Hans Family Loft.

Race 4 (305 Miles+)
October 24th, 2010
Elko, NV - Sunday
Bar-B-Que Lunch
1st Place - $5,000
Prizes Paid 10 Positions
Pooling/Calcutta/Points
All birds on the drop share equal prizes

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The Important Role of Protein in Racing

It is a long-established fact that fat and glycogen are the key fuels involved in the flight of birds, and that fat is the major fuel that supplies the energy requirements for prolonged flight in birds, including racing pigeons. Fat yields far more energy per unit of weight than similar weights of carbohydrates or protein put together. For example, a gram (about 1/30th of an ounce) of fat yields about 9200 calories of energy whereas similar weights of carbohydrate yield only 4200 calories, and protein, only 4100 calories. The importance of fat and carbohydrate in flight is unquestioned, but we also need to explore the possibility that there could also be an important role for the highly vital nutrient, protein.

To begin any exploration for a possible role for protein in pigeon racing, it is important to review of our knowledge of the breast muscles of pigeons. Firstly, the great muscles we can feel with our fingertips are the most powerful in the avian body, and in the pigeon, they make up 20 to over 32% of the weight of the bird. These muscles are so powerful that one of them alone is capable of exerting a force equal to ten times the weight of the bird! These great muscles are responsible for the powerful downstroke that launches the bird into the air, and also provides lift and forward propulsion during rapid cruising flight.

Secondly, beneath the great breast muscles and in the angle formed by the breastbone and the projecting keel, is a much smaller muscle known as the deep pectoral that makes up only 3-4% of the weight of the bird. These muscles are so powerful that one of them alone is capable of exerting a force equal to ten times the weight of the bird! These great muscles are responsible for the powerful downstroke that launches the bird into the air, and also provides lift and forward propulsion during rapid cruising flight.

When these fibers function, by conventional description they are said to ‘twitch’. In mammals, including humans, the white fibers are designated as ‘fast twitch’ fibers that obviously operate very quickly, and the red fibers as ‘slow twitch’ since they twitch more slowly than the white fibers.

In birds like the pigeon however, both red and white fibers are fast-twitch; however, the red fibers have been especially adapted for prolonged flight, and as a consequence, they are much different from those in mammals. The white fibers twitch very rapidly indeed, at speeds ranging from 31-37 milliseconds. A millisecond is 1/1000 of a second, which means that one complete contraction or twitch of these white fibers takes a mere 31/1000 to 37/1000 of a second! At such rapid twitch speeds, the white fibers are utilized for extremely swift, even explosive actions, such as launching from the transport vehicle, sudden dodging bursts of speed during flight, and braking to land, etc.. Not surprisingly, the white fibers tire very quickly as their supply of fuel (glycogen) is depleted. The rapidity of their twitch speed can be seen very nicely in the trembling wingtips of a bird in top condition or in a bird shivering in the cold.

Although the red fibers also have very fast twitch speeds that range from 47 to 62 milliseconds -- which means they complete one twitch in 47/1000 to 62/1000 of a second! -- they are obviously not quite so fast as the white fibers, and as a result, they tire much more slowly than the white fibers. Hence, the red fibers are responsible for the sustained effort of prolonged flight.

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Email: gacdvm@telus.net
In the powerful launch phase of flight, the white fibers in the great breast muscles utilize their stores of glycogen that are metabolized (means utilized, or broken down) quickly to glucose for its provision of rapid, explosive energy in order to allow the birds to climb swiftly to reach cruising speed.

By the time the birds reach cruising speed, the white fibers have been exhausted of fuel and effectively stop working. However, over the next few hours, they are refueled with glycogen that originates in the liver. Here, glycogen is converted to glucose that is released to the bloodstream and delivered to the white fibers, and once again built up into glycogen reserves. These reserves are a source of quick energy in the event of emergencies such as explosive bursts of speed and dodging to escape attacks from aerial predators, avoiding power lines, etc. As well, if there are head or cross winds that cause the rate of the wing beat to become more irregular and forceful, or when birds are braking to land, etc. – in fact any change in the wing beat – initiates use of the white fibers.

Utilizing mainly fat, the red fibers are recruited for sustained, rapid flight once the explosive action of the white fibers has allowed the birds to climb quickly and reach cruising velocity. Since there are insufficient supplies of fat within the red fibers to allow them to function for the duration of an entire race, stores of fat are found in depots located primarily in the body cavity among the intestines. Fat is the most concentrated form in which energy can be stored in the body. From these depots, fat is mobilized in the form of fatty acids that are transported in the bloodstream attached to albumin to make them water-soluble in the fluid medium of the blood. These fatty acids are delivered to the individual red fibers where they are transferred to numerous structures that are, in a sense, really ‘biological power plants’ known as mitochondria. Within the many mitochondria in the red fibers, the fatty acids are metabolized in a stepwise fashion to produce a very high-energy compound known as adenosine triphosphate, ATP for short. This compound provides the massive amount of power needed for sustained flight, whether the distance is a 30-mile toss or a 500-mile race or more.

During cruising flight, the red fibers operate in shifts that begin with the fibers closest to the outer surface of the muscle. As their fuel supplies are consumed during flight, these fibers tire and cease to operate until they are refueled. In the meantime, their function is taken over by the next deeper layer of red fibers and so on, for the duration of the flight.

So, as expected, the key fuels for flight are unquestionably glycogen for explosive bursts of quick energy, and fat in particular for prolonged swift flight. But is there an important role for protein in flight, especially in long distance flights?

At this point, it is important to digress momentarily to discuss proteins and their role in the body. You may recall that proteins are composed of many smaller units called amino acids that characteristically contain nitrogen. There are 22 different amino acids that, in varying proportions, comprise different proteins. Within cells of the body, these 22 amino acids are linked in various combinations to make up proteins, much as a number of individually coloured bricks make up a brick wall. It is important to note that not all of the 22 amino acids are contained in every protein. Because of this fact, it becomes obvious that some proteins are of very high quality, and others are of very low or poor quality.

Ten of the 22 amino acids are essential amino acids, which means that the body either can’t manufacture them at all, or can’t manufacture them in sufficient quantities to be of use. The important message here is that the essential amino acids must be supplied in the diet. By contrast, nonessential amino acids are those that can be produced in cells of the body, and need not be supplied in the diet. The following is a list of the essential and nonessential amino acids:

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<tr>
<th>Essential Amino Acids</th>
<th>Nonessential Amino Acids</th>
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<td>Arginine</td>
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WHATS HAPPENING IN CALIFORNIA  "23"
In the production of a particular protein in the body, amino acids that are obtained during the digestion of proteins present in feed, are linked together in sequences that are pre-programmed by body cells. If even one essential amino acid is missing from the diet, the production of any protein requiring that amino acid is halted. This is exactly why the quality of the protein in feed is so important. A feed or a grain with high quality protein is one that contains a high proportion of essential amino acids, whereas a feed with low quality protein is one that is deficient in perhaps several essential amino acids. Some grains are known to be deficient in particular amino acids. One example is corn, which is deficient in the essential amino acid lysine. Fortunately, other grains can compensate for these deficiencies, and this brings up again, the very important point in the feeding of pigeons, namely, the feeding of a wide variety of grains and even some pellets. If a variety of grains is fed, or if pelleted commercial feeds that often contain various plant and animal sources of protein are used for pigeons, the fancier can be more assured that his birds are receiving all of the essential amino acids needed for the production of different proteins in the body.

Historically, and even to this day, advocates of marathon competitions (700-800 miles +), such as those in Australia and the UK, continue to recommend high levels of protein in the form of peas or beans in preparing birds for these events. Much of this practice appears to be long-established custom based on experiences handed down from successful fanciers of the past to newer generations of equally successful fanciers whose pigeons fly extremely well from these distant points – they are formidable performances of which any fancier would be proud.

To my knowledge, there has been no published scientific study on the role of protein in long distance flights by pigeons. However, Professor Bill Mulligan formerly of Glasgow University in Scotland, worked with racing pigeons flown from distances up to 366 miles, and the following information taken from his studies provides us with some important insight into the role of protein in flight.

As we have seen, at the onset of flight, racing pigeons use carbohydrates but draw on fat as the most important fuel for working muscle during prolonged flight. However, the brain can use only glucose (also called dextrose) as a source of energy. It is probable that during flight, pigeons utilize certain reserves of protein to help supply glucose for the brain. This could occur through two processes.

Firstly, it is important that the liver release a high level of glucose to the bloodstream to supply the brain with energy. Food in the intestines is definitely a source of glucose from digested carbohydrates, but because glucose is being withdrawn constantly from the bloodstream by the brain, muscles and other tissues, the blood level of glucose would fall sharply between feedings. This situation is prevented by the liver which stores glucose in the form of glycogen, and releases it to the bloodstream when it is needed. One important source of glycogen for the liver is certain of the amino acids such as alanine that is readily converted to glucose.

Another source of glycogen is muscle itself. When glycogen in muscle is needed as a source of energy, one of its breakdown products is pyruvic acid, some of which is converted to the amino acid alanine that is transported to the liver in the bloodstream. In the liver, alanine is reconverted to pyruvic acid that is then converted to glucose and then to glycogen. This seems to be an effective way to transfer glycogen from muscle to the liver. Because the liver -- but not muscle -- can maintain the highly important flow of glucose to the brain, this transfer of glycogen from muscle to the liver may be needed. Thus, one of the key roles of protein in flight could be to provide those highly important amino acids that are readily converted to glucose.

To improve our understanding of a role for protein in any race, but especially in long distance flights of pigeons, we may find some of the most useful information in the truly marathon performances of various species of migratory birds, especially shore birds. Some of these birds are capable of prolonged non-stop flights lasting up to several days without an intake of food as they take advantage of both the Arctic and sub Antarctic summers, which means that they must reach the other side of the world in 2-3 months, and that they must travel several hundred miles per day.

In one example, flocks of shore birds known as Red Knots (Calidris canutus) begin a marathon 6200-mile one-way journey from Siberia to West Africa,
The two races are back bigger and better than ever. The event is going in a new direction literally.

The races will be shipped on the same day, the 3rd weekend in January 2011 from St. George, Utah a direction northeast from Los Angeles. We have opened the races up to most of Los Angeles County; anyone in a 60 mile radius can be a handler.

We have 40+ handlers now and the list is growing. If it is recognition and prestige you want, then send your birds out here and forget about South Africa, we will show you how good you are.

The race will be fully modernized with regular updates on the website. We will be accepting birds May 1st to July 1st.

Remember, anyone can win this race; you don’t have to be a super hero or a former super hero to win. With a 60 mile radius the race is anyone’s to win.

Do not get left out, it is going to be huge, this race could unite all L.A. County flyers with the potential to grow every year.

Good luck to you all in 2010.

Snowbird Chairman.
Conrad Mullins

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stopping only briefly to refuel, and arrive at their destination more than four days later -- and ounces lighter in weight. In wind tunnel experiments -- which do not compare very well with free flight since it is known that birds flying in a wind tunnel have greater requirements for energy than free-flying birds -- these birds were found to switch rapidly (within an hour) from the use of glycogen to the utilization of high-energy fuel -- fat -- for the duration of the flight.

In another extreme example, Bar-tailed Godwits (Limosa lapponica baueri), another species of shore bird, perform non-stop flights lasting 50-100 hours over several thousand miles. These birds fly from New Zealand to eastern Siberia and Alaska, a distance of 6800 miles. Depending on the effects of wind, some of these birds cover the distance between Australia and China in a non-stop trans-oceanic flight of over 100 hours, covering at least 5000 miles as they make their way to the Arctic -- a truly remarkable feat of endurance, with one of the highest requirements for energy among vertebrate creatures (those with vertebral columns).

A number of studies on such birds, particularly those of an international team from Sweden, Switzerland and Holland, working with Red Knots in a wind tunnel, showed that as these birds prepare for their journey from Siberia to Africa, they consume substantial quantities of both fat and protein.

It is known that the energy density of stored fats is over seven times higher than that of glycogen and protein. In terms of the high-energy compound ATP, fat from storage areas yields eight times more chemical energy than wet protein, and 8-10 times more than glycogen. This is mainly because fat in storage depots contains only about 5% water, compared with 70% (or more) for muscle or stored glycogen.

Fat in storage depots is not immediately available at the start of flight but must be mobilized and then begins to flow through the bloodstream from these depots in the form of fatty acids to the red fibers as the birds reach cruising speed. Incidentally Red Knots are able to switch to the utilization of fat more quickly (within 1 hr) than pigeons -- which require 1-2 hours of flight to reach a steady level of contribution by fat to the energy needs for flight -- possibly because these shore birds have become well adapted to endurance flight over thousands of years. By comparison, pigeons have been involved in endurance flights for a relatively short period of time.

Within the red fibers, fatty acids are metabolized to produce ATP in a biochemical system known as the Citric Acid Cycle. One problem during flight is that the various biochemical components of the Citric Acid Cycle itself are constantly drained away and have to be replaced. Replacement of these components occurs through the use of carbohydrates, or certain amino acids derived from supplies of protein in the body.

Several studies of marathon flights in birds such as the Red Knot, etc., have shown that not only carbohydrates and fats, but also proteins are utilized during endurance flight. As we have seen, there are special stores of carbohydrates (in liver and muscle) and fats (depots in the body cavity, small amounts in the red fibers), but there is no special site for the storage of proteins. The sources of these proteins are any tissue of the body -- including working muscle, which obviously results in a decrease in the lean mass of the breast muscles, other muscles and the digestive organs, during prolonged flight.

A key question is this: if fat is the main fuel for prolonged flight, especially endurance flight, why is protein needed as well?

The partial answer to this question is that, as expected, proteins are used to maintain the structure and repair of all tissues, including the muscles of flight. However, it seems that the foremost reasons for the use of proteins during flight are:

- to provide amino acids such as alanine that can be converted readily to glucose to nourish the brain, as well as to replenish stores of glycogen in the liver and breast muscles and,
- to restore and maintain the biochemical components of the Citric Acid Cycle itself in order that fat can continue to be metabolized in the production of energy during flight. For example, the amino acids asparagine and aspartic acid are needed in the production of one of these components called oxalo-acetate. Another component called succinyl-CoA is produced from the amino acids isoleucine, valine and methionine, and so on -- facts that point
The Golden State Flyers Racing Pigeon Club
Presents
The 2010 Golden State Classic

Race Date: October 10, 2010  Accepting Birds: March 15-May 1st
Race, approximately 300 miles
Replacements by May 15

Birds in the Calcutta become property of the highest bidder

$75 Breeder Calcutta bond-Insures Calcutta and bird

GOLDEN STATE CLASSIC

Loft Manager: Jim Richesin (209) 667-8013
Cell Number: 209-678-2218

Race Fees and Costs:
Perch fee of $100 per bird or 4 for $300
Any birds after 4 cost (additional) $50.00 each

Additional $100.00 if bird goes to the race (Due on Shipping)

Send Birds To: Jim Richesin
801 Park St.
Turlock, CA 95380

G.S.F. Retains 10% of all monies
Make Checks Payable to G.S.F

Website results posted on www.one-loft-race.de please look for Golden State Classic
up the importance of high quality protein prior to and during flight.

Another important question: is there any supporting evidence that protein is actually utilized during flight? It is known that in birds, when protein is metabolized, the end product is uric acid that is seen commonly as the white tip on droppings. More specifically, studies in Switzerland have shown that levels of uric acid in the bloodstream increase steadily in pigeons flown for at least 4-5 hours. Such increases in levels of uric acid indicate the increased utilization of protein over the hours of a race.

Given these facts, we can see that there is an exceedingly important role for high quality protein in the nutrition of racing birds, regardless of the distance flown. It is also evident that there is a relationship between the use of fats and protein in the need to replace components of the Citric Acid Cycle during flight. Thus, amino acids can be used to supply the much needed flow of glucose, and to restore components of the Citric Acid Cycle, as well as to aid in the maintenance and repair of tissues.

According to research on marathon flights by shore birds, the optimum relationship between fat and protein assembled before and used during migratory flight depends on the length of the non-stop flight. This research suggests that for long flights, the relative amount of energy derived from fat in the total amount of energy expended, should obviously be high. Thus, birds use fats to provide more than 90% of the required energy in prolonged flights, during which they work at over twice the maximum aerobic rate of small mammals. As well, birds flying in conditions in which the loss of water from the system is excessive, i.e., in very hot weather, may ease this stress by increasing the relative contribution of energy from protein in the total expenditure of energy.

Hence, as Professor Mulligan suggests, there could be a special role for a pool of body protein that can be utilized rapidly by pigeons to supply the amino acids that are then converted to glucose and thus, glycogen, and probably fat as well. He adds that this could be accomplished nicely by adding a small amount of an animal source of protein, say in the form of a high protein livestock pellet containing fish meal or other animal meal, during the week before shipping. Professor Mulligan cautions against using beans or peas as a source of this protein, because he feels that this could be counterproductive -- perhaps because in general terms, animal or fish meal sources of protein often supply a wider range of amino acids, including the essential amino acids, than a number of sources from plants.

Today, as racing diets evolve, there seems to be some trend toward the use of low levels of peas or beans -- but with other sources of protein containing a wide range of essential amino acids -- and higher levels of fats and carbohydrates.

Taking a cue from the work of Professor Mulligan, and building on the knowledge derived from the work with shore birds, we can increase the level of protein in the diet early in the week, through the use of feeds containing a wide range of all amino acids, for repair and maintenance of all tissues.

Although there are cautions against the use of peas or beans for this purpose, perhaps one of the most useful nutrients would be the addition of a non-medicated high protein livestock pellet containing soy, fish or other meal as sources of protein that contain many of the essential amino acids, and/or the addition of peanuts, hemp, rapeseed (canola), flax (linseed), hulled sunflower seeds for their fairly broad range of essential amino acids. Not only do the grains listed contain a broad range of amino acids, obviously they have abundant amounts of fat that can also begin the refuelling process.

Such a repair/maintenance approach would not only add to the pool of protein available for use during flight, but also would also supply much needed fat, to which the important high carbohydrate grains could also be added. Because there is no storage depot for proteins as there is for carbohydrates and fats, perhaps once a higher level of protein for repairs has been fed earlier in the week, the use of high protein pellets/grains fed at lower level (1-5%) throughout the week, would ensure that by shipping day, all the essential amino acids are in place for the race.

It is evident that the marathon-flight oriented fanciers mentioned earlier may well have a practical point regarding the use of high protein feeds to prepare their birds for these events. However, my reading of their approach would suggest that at least in the past,
they relied much too heavily, and in my view, for far too long in the preparatory period, on protein in the form of peas and beans which were a very high priority, at the expense of carbohydrate and fat. Even so, taking a cue from their experiences, we can see the value of feeding a certain level of protein -- as long as this protein contains a wide range of essential amino acids.

Finally, on a philosophical note - on the matter of defining ‘endurance’ flights of pigeons -- except for extraordinary circumstances such as the report many years ago of a pigeon that returned to France after being released several months earlier in Vietnam, and former 2000+ mile endurance flights by certain strains of pigeons in the USA -- flights of pigeons don’t compare at all with the marathon performances of shore birds. Pigeons are not migratory birds, their flights are not voluntary, and under (their) natural circumstances, flights of a number of hours are not a routine part of their lives. The home range of the rock dove from which racing pigeons are descended, is limited to a relatively few miles. Thus, racing pigeons represent a rock dove that has been selected and developed over time to home quickly from increasing distances.

From the perspective of the pigeon, which is not descended from a migratory bird, all flights – training and racing – may well be ‘endurance’ flights that require a certain baseline level of high-quality protein for maintenance/repair, as well as to supply glucose to brain and muscle, and to restore components of the Citric Acid Cycle. As well, in the final days before shipping, appropriate levels of carbohydrates and fats tailored to the distance to be flown as well as to the projected conditions of the race are obviously needed as the most important fuels for flight.

*****

WHATS HAPPENING IN CALIFORNIA  •  29
THE MEMBERS OF THE PIGEONS OF PARADISE RACING PIGEON CLUB WOULD LIKE TO THANK THE PEOPLE WHO ATTENDED AND DONATED QUALITY PIGEONS FOR OUR AUCTION. PEOPLE ATTENDING CAME FROM AS FAR SOUTH AS SACRAMENTO, AND AS FAR NORTH AS REDDING...WITH YOUR HELP THIS AUCTION WAS NOT ONLY FUN BUT WAS ONE OF THE BEST EVER.

THE SHOW WAS JUDGED BY ALAN DYAR A STATE AND AU CERTIFIED JUDGE FROM HAPPY CAMP, CALIFORNIA, WITH HELP FROM KEVIN GRANT OF RICHLAND, WASHINGTON, AND OWEN MARTIN, OF HERMISTON OREGON...ALAN DID A FANTASTIC JOB.


OUR AUCTIONER FOR THE AUCTION WAS GENE "COWBOY" THOMPSON, OF DURHAM CALIFORNIA..GENE DID A REMARKABLE JOB ON THIS AUCTION... THANKS GENE.

~DENNIS E. WEINREICH~ POP~ SHOW CHAIRMAN~ 2009~
I Would Also Like To Thank Everybody Who Donated Birds For The Auction

• Kevin Grant, From Richland, Washington. Kevin brought down fantastic imports as well as top birds from his championship loft.
• Owen Martin, From Hermiston, Oregon. Owen brought down his champion young bird to donate.
• Dennis Gaylord, Of Springhill Florida. Dennis was very nice birds.
• Keith Littlejohn, Of Spring Hill, Florida. Keith brought down his champion young bird to donate.
• Dan Severns, Of French Camp. Dan brought down fantastic imports as well as top birds from his championship loft.
• Carl and Tim Perry Of The Hay Loft. Carl and Tim Perry donated birds.
• Larry Rueber, From Hermiston, Oregon. Larry brought down his champion young bird to donate.
• Ashan Khan And Haffeez Khan. Ashan and Haffeez donated birds.
• Tristen Wells, For Bringing Up Donated Birds From Sacramento. Tristen brought up donated birds from Sacramento.
• Mike Kurtzner, Of Sacramento California. Mike donated birds.
• Carl Schoekopf, Of Redding. Carl Schoekopf donated birds.
• Frank Martinez, Of Woodland. Frank donated the best in show pigeon (Bb Hen) and another of his 1st place winners.
• Thanks To The Red Bluff Racing Pigeon Club. The Red Bluff Racing Pigeon Club donated birds.

The Winners Of The Show Were:

1. *Frank Martinez- Of Woodland- Best In Show Winner, Non Standard Champion
2. Gary Brasiel- Of Sacramento- Reserve Champion And Diploma Champion
3. Jerry Markel- Of Red Bluff -Color Class Champion
4. Carl Schoekopf- Of Redding-Record Class Champion
5. Dennis Weinreich- Of Chico- Eye Sign Champion

I Would Like To Thank Ben Groesbeck. Ben donated birds.

I Would Like To Thank Ben Groesbeck. Of Redding For Judging The Eye Sign Classes. 8-) Thanks Ben.
Scholarship Fund Raiser 2010

In these tough economic times it is difficult for most to get their children through college. I am sure every parent, grandparent, and student are very appreciative for the scholarship. We try to in sure that every student that applies receives something.

Last year we had eleven applications, the most we have ever received, a couple did not meet the standards set by the governing body. Last years was an exception because we had three students tie for fifth place. We gave out five scholarships, with the fifth place being divided among the three students that tied. The other two qualifying applicants received book money. It is a great pleasure to give out these scholarships to our young adults.

This brings us to raising money for this years scholarships. Our goal is to raise $10,000 which is $2,000 more than last year. Ed Minbell, of Siegel’s, has generously donated a Benzing G2 Express Clock with antenna controller, it has easy and ergonomic handling, high clocking speed, full graphic display, and bracket for mounting. The antenna controller has connections for up to 4 EFA antennas, automatic antenna status check, up to 100m (300 ft) connection cable, and fast and high range reading of chip rings. Ed has also donated 2 extra EFA antennas. We are asking for $10 donation per raffle ticket.

<table>
<thead>
<tr>
<th>California State Racing Pigeon Organization Ladies Auxiliary Scholarship Raffle</th>
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<tr>
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Fly for Hope A.R.P.U. Regional Show
By Larry Cook

The Fly for Hope A.R.P.U. Regional Show was a great show and also a celebration. After lunch champagne and cake was served and Joanne Ling from City of Hope proposed a toast to celebrate our going over 1 million dollars donated to City of Hope by pigeon flyers that put on and attended many events for fund raisers. Thanks to all the clubs, combines, one loft races, futurities, shows and auctions that donated to City of Hope. Pigeon flyers should be very proud of what they have accomplished.

After the toast Karen Clifton, executive director of the A.R.P.U., gave a short talk and announced that the A.U. was donating $500 to City of Hope to start us on the 2nd million dollars.

Rick Barker gave a talk on pigeon shows in Europe, they are much larger than we have. Rick also talked about pigeon genetics. He explained how we should check the pedigree on birds we are buying. Sometimes when you see the color of the parents of the bird on the pedigree it’s impossible this bird could be out of the parents shown.

With Mike Gonigan running the show you know it will be ran smooth and it did. The judges were Allen Dyer, Mike Brazil, Bill Barger, Jim Cain and Bob Rapozo.

Manuel Dias, the C.S.R.P.O. president, with the help of his wife put on the lunch. Before the show Manuel had a C.S.R.P.O. board meeting and it was nice to get to talk to all the board members.

Frank Meder was the chairman of the show with Lori Wilson and Crystal Wingo from the Seed Factory in charge of the raffle and they did a great job of getting some nice raffle gifts.

Bob Rapozo was the auctioneer of the donated bird auction.

Carl and Julie Perry donated the use of the building for the show. It is such a nice facility and Carl and Julie are always so generous to City of Hope.

I hope to see you next year in Hilmar for the Fly for Hope A.R.P.U. Regional Show.

Tips on showing your birds.
By Larry Cook

I really like showing my birds in the shows because the shows are in between race seasons and it’s just a nice time to get together with other pigeon flyers.

I thought I would write a little about some of the things I do to have my birds in good shape for the show.

I like to have my birds just a little on the light side and then start increasing the feed about 2 weeks before the show to bring them up to the weight I want them for the show. I start adding flax to the feed at this time. I think it adds a little oil to the feathers. If you can loft fly your birds it is much easier to control their weight but during the winter if you have a hawk problem it’s hard to loft fly your birds.

When you are selecting the birds you are putting in the show check them real close for any pin holes in their feathers or any lice. If your birds have any pin holes from lice you can still show them in a non standard class but not in a record or diploma class, in these classes they would be judged very low. If your birds have any lice a judge will disqualify them. I try to keep my birds free from lice the year around but a week before the show I spray the birds I’m putting in the show with an insecticide because a judge might see a few lice in a spot that you didn’t check, this way you have it covered.

Two days before the show I give my birds a bath. The next day I catch the birds going to the show and check that they are clean with no dirty spots. I check their feet that they are clean and I take a rag with a little baby oil and apply to their feet. The baby oil brings out the color of their feet and when you clean their feet the day of the show it is much easier to clean them. Don’t put too much baby oil on their feet because then the feet will attract dust and dirt. Race birds for a show shouldn’t have any feathers below the band so some times you have to pull a few feathers. Check the toenails on the birds, if some of them are too long you should trim them.

Check the flights on both wings and the tail feathers, no broken flight or missing feathers. If you are missing flights due to the molt it’s ok if it’s the same on both sides.

These are a few of my tips, I hope you enjoy the shows.
### Section 1 Record Birds

<table>
<thead>
<tr>
<th>Class 1 Old Cocks &lt;300M- 5 entries</th>
<th>Class 5 Young Cocks - 15 entries</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 06 OVC 7037 PenC Gary Brasiel</td>
<td>1 09 SKY 850 BCC Mike Brown</td>
</tr>
<tr>
<td>2 08 LCOOK 849 BBC Larry Cook</td>
<td>2 09 GSF 2918 BCC Carl Perry</td>
</tr>
<tr>
<td>3 08 GSF 881 BCC Tim Perry</td>
<td>3 09 SKY 785 SiC Mike Brown</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class 2 Old Hens- &lt;300M- 7 entries</th>
<th>Class 6 Young Hens - 18 entries</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 06 LCOOK 565 BCH Larry Cook</td>
<td>1 09 JUJU 119 BBH Mike Brown</td>
</tr>
<tr>
<td>2 07 SKY 948 BBH Mike Brown</td>
<td>2 09 JUJU 148 BBH Mike Brown</td>
</tr>
<tr>
<td>3 08 LCOOK 852 SiLH Larry Cook</td>
<td>3 09 JUJU 162 BBH Mike Brown</td>
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<table>
<thead>
<tr>
<th>Class 3 Old Cocks &gt;300M- 2 entries</th>
<th>Best Old Cock 06 OVC 7037 PenC $5</th>
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<tbody>
<tr>
<td>1 08 GSF 2455 BCC Tim Perry</td>
<td>Best Old Hen 06 LCOOK 565 BCH $5</td>
</tr>
<tr>
<td>2 06 GSC 6239 BBSPC John McCalmon</td>
<td>Best Old Bird 06 LCOOK 565 BCH $5</td>
</tr>
<tr>
<td>3</td>
<td>Best Young Bird 09 JUJU 119 BBH $5</td>
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<table>
<thead>
<tr>
<th>Class 4 Old Hens &gt;300M- 4 entries</th>
<th>Champion 06 LCOOK 565 BCH $10</th>
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<tbody>
<tr>
<td>1 08 GSC 8060 BBH John McCalmon</td>
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</tr>
<tr>
<td>2 07 MAN 70851 GrzH Bob O’Conner</td>
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<tr>
<td>3 08 ARC 2007 BCH Eric Wessel</td>
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### Section 2 Diploma Birds

<table>
<thead>
<tr>
<th>Class 7 Old Cocks &lt;300M- 1 entries</th>
<th>Class 11 Young Cocks - 8 entries</th>
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<tbody>
<tr>
<td>1 08 GSF 887 BBC Tim Perry</td>
<td>1 09 SKY 744 BCC Mike Brown</td>
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<tr>
<td>2</td>
<td>2 09 GSF 2253 BBC Tim Perry</td>
</tr>
<tr>
<td>3</td>
<td>3 09 AHPI 2717 BBC Tim Perry</td>
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<table>
<thead>
<tr>
<th>Class 8 Old Hens- &lt;300M- 3 entries</th>
<th>Class12 Young Hens - 3 entries</th>
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<tbody>
<tr>
<td>1 07 MTZ 803 BBH Manual Dias</td>
<td>1 09 ARC 3370 BCH Eric Wessel</td>
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<tr>
<td>2 06 MTZ 939 BCWFH Manual Dias</td>
<td>2 09 GSF 1948 BCH Carl Perry</td>
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<tr>
<td>3 06 MTZ 2430 DCH Manual Dias</td>
<td>3 09 GSF 1918 BCH Carl Perry</td>
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<tr>
<th>Class 9 Old Cocks &gt;300M- 0 entries</th>
<th>Best Old Cock 08 GSF 887 BBC $5</th>
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<tbody>
<tr>
<td>1</td>
<td>Best Old Hen 07 MTZ 803 BBH $5</td>
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<tr>
<td>2</td>
<td>Best Old Bird 08 GSF 887 BBC $5</td>
</tr>
<tr>
<td>3</td>
<td>Best Young Bird 09 SKY 744 BCC $5</td>
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<table>
<thead>
<tr>
<th>Class 10 Old Hens &gt;300M- 0 entries</th>
<th>Champion 09 SKY 744 BCC $10</th>
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<tbody>
<tr>
<td>1</td>
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<tr>
<td>2</td>
<td></td>
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<tr>
<td>3</td>
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</tr>
</tbody>
</table>
### Section 3 Birds Judged Non-Standard

#### Class 13 Old Cocks <300M - 4 entries
1. DONK 1483 GrzC Jim Richesin $5
2. DONK 1431 BBC Jim Richesin
3. 05 GSF 2660 BBC Willie Dias

#### Class 14 Old Hens <300M - 1 entry
1. 06 LCOOK 521 BCH Larry Cook $5

#### Class 15 Old Cocks >300M - 2 entries
1. DONK 952 BCC Jim Richesin $5
2. 07 LCOOK 735 BCC Larry Cook

#### Class 16 Old Hens >300M - 5 entries
1. 06 OAK 5440 BBH Bob O’Conner $5
2. 06 OAK 5448 GrzH Bob O’Conner
3. 05 OAK 5904 BCH Bob O’Conner

### Section 4 Likliest to Produce Winners

#### Class 19 Old Cocks 1-3 years Old - 3 entries
1. 06 OVC 7005 PenC Gary Brasiel $5
2. 08 MAN 80472 OplC Bob O’Conner
3. 07 JEDDS 7463 YBC Bob O’Conner

#### Class 20 Old Hens 1-3 years Old - 2 entries
1. 08 MAN 80464 OplH Bob O’Conner $5
2. 09 MAN 90196 YlwCkH Bob O’Conner

#### Class 21 Old Cocks 4+ years Old - 2 entries
1. 04 OVC 2700 BBC Gary Brasiel $5
2. 04 OVC 5182 BBC Gary Brasiel

#### Class 22 Old Hens 4+ years Old - 2 entries
1. 03 ARPU 75091 BCH Bob O’Conner $5
2. 99 OAK 267 RdGrz H Bob O’Conner

## Best Old Cock
- DONK 952 BCC $5

## Best Old Hen
- 06 OAK 5440 BBH Bob O’Conner $5

## Best Old Bird
- 09 OVC 624 BBH Gary Brasiel $5

## Best Young Bird
- 09 JUJU 891 BBC $5

## Champion
- 09 JUJU 891 BBC $20
City of Hope Pigeon Show 2009
### Section 1 Record Birds

#### Class 1 Old Cocks <300M - 7 entries

<table>
<thead>
<tr>
<th>Place</th>
<th>Number</th>
<th>Breed</th>
<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>08 MAN 80764 BBC</td>
<td>Mickey Hickman</td>
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<tr>
<td>2</td>
<td>08 MAN 80760 BBC</td>
<td>Mickey Hickman</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>08 LCOOK 849 BBC</td>
<td>Larry Cook</td>
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#### Class 5 Young Cocks - 7 entries

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<th>Breed</th>
<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>09 FRC 2451 BCC</td>
<td>Mike Gonigan</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>09 JEDDS 13304 BBC</td>
<td>Kirby Reed</td>
<td></td>
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<tr>
<td>3</td>
<td>09 JEDDS 13318 BBPDC</td>
<td>Kirby Reed</td>
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#### Class 2 Old Hens- <300M- 5 entries

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<th>Number</th>
<th>Breed</th>
<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>06 LCOOK 565 BCH</td>
<td>Larry Cook</td>
<td></td>
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<tr>
<td>2</td>
<td>06 LCOOK 472 BBH</td>
<td>Larry Cook</td>
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<td>3</td>
<td>06 LCOOK 424 Whth</td>
<td>Larry Cook</td>
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#### Class 6 Young Hens - 9 entries

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<tbody>
<tr>
<td>1</td>
<td>09 AUB 130 BBSPLH</td>
<td>Bob Rapp</td>
<td></td>
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<tr>
<td>2</td>
<td>09 FSC 644 YBH</td>
<td>Jim Cain</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>09 AHPI 2740 SltH</td>
<td>Jim Richesin</td>
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#### Class 3 Old Cocks >300M- 4 entries

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<tr>
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<th>Number</th>
<th>Breed</th>
<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>07 DONK 1201 BCC</td>
<td>Jim Richesin</td>
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<tr>
<td>2</td>
<td>07 MAN 71040 BBC</td>
<td>Dan Mello</td>
<td></td>
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<tr>
<td>3</td>
<td>08 MAN 80735 RCC</td>
<td>Mickey Hickman</td>
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#### Class 7 Old Hens >300M- 4 entries

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<tr>
<td>1</td>
<td>08 MAN 80674 BBC</td>
<td>Mickey Hickman</td>
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<td>2</td>
<td>08 MAN 81461 BBH</td>
<td>Dan Mello</td>
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<tr>
<td>3</td>
<td>05 MAN 50445 GrzH</td>
<td>Mickey Hickman</td>
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</table>

### Section 2 Diploma Birds

#### Class 7 Old Cocks <300M - 5 entries

<table>
<thead>
<tr>
<th>Place</th>
<th>Number</th>
<th>Breed</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>08 DONK 1326 BBC</td>
<td>Jim Richesin</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>07 MAN 71311 BCC</td>
<td>Dan Mello</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>08 FRC 80708 BBC</td>
<td>Jerry Stone</td>
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#### Class 8 Old Hens- <300M- 5 entries

<table>
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<tr>
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<tbody>
<tr>
<td>1</td>
<td>08 MAN 80702 BBH</td>
<td>Mickey Hickman</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>07 BAK 808 BBH</td>
<td>Daryl Coston</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>07 MAN 70622 RCH</td>
<td>Mickey Hickman</td>
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#### Class 9 Old Cocks >300M- 4 entries

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<th>Number</th>
<th>Breed</th>
<th>Name</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>06 DONK 952 BCC</td>
<td>Jim Richesin</td>
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</tr>
<tr>
<td>2</td>
<td>07 ARPU 54616 GrzC</td>
<td>Stanton Woody</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>07 MAN 71379 BCC</td>
<td>Dan Mello</td>
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#### Class 10 Old Hens >300M- 7 entries

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<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>06 DONK 986 BBH</td>
<td>Jim Richesin</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>07 MAN 70683 DCH</td>
<td>Mickey Hickman</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>05 MAN 50441 BBH</td>
<td>Mickey Hickman</td>
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#### Class 11 Young Cocks - 1 entries

<table>
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<tr>
<th>Place</th>
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<th>Breed</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>09 MAN 80852 BCC</td>
<td>Mickey Hickman</td>
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#### Class 12 Young Hens - 1 entries

<table>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>09 AHPI 8013 BCH</td>
<td>Mickey Hickman</td>
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### Champion

<table>
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<tr>
<th>Class</th>
<th>Number</th>
<th>Breed</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Best Old Cock</td>
<td>08 MAN 80764 BBC</td>
<td>Mickey Hickman</td>
<td></td>
</tr>
<tr>
<td>Best Old Hen</td>
<td>06 LCOOK 565 BCH</td>
<td>Mickey Hickman</td>
<td></td>
</tr>
<tr>
<td>Best Old Bird</td>
<td>08 DONK 1326 BBC</td>
<td>Mickey Hickman</td>
<td></td>
</tr>
<tr>
<td>Best Young Bird</td>
<td>09 AUB 130 BBSPLH</td>
<td>Mickey Hickman</td>
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</tbody>
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Fly for Hope
Best in Show

06 LCOOK 565 BCH
Larry Cook $50.00
### Section 3 Birds Judged Non-Standard

**Class 13 Old Cocks <300M - 2 entries**
1. 05 EJM 5045 BCC Mike Gonigan
2. 08 MAN 80763 BBC Mickey Hickman
3. 09 LOOP 994 BBC Mike Gonigan

**Class 17 Young Cocks - 5 entries**
1. 09 MRC 332 BBC Loren Lukens
2. 09 HAY 999 BBC Mike Gonigan
3. 09 LOOP 994 BBC Mike Gonigan

**Class 14 Old Hens- <300M- 1 entries**
1. 06 LCOOK 521 BCH Larry Cook

**Class 18 Young Hens - 7 entries**
1. 09 WSJ 1625 BCH Mike Gonigan
2. 09 MAN 90307 BBH Mike Gonigan
3. 09 MRC 933 RCH Loren Lukens

**Class 15 Old Cocks >300M- 4 entries**
Best Old Cock
1. 08 MAN 80740 BBC Mickey Hickman

Best Old Hen
1. 06 LCOOK 521 BCH Mike Gonigan

Best Old Bird
1. 08 MAN 80740 BBC $10
2. 07 MAN 70620 BBC Mickey Hickman
3. 07 MAN 70554 BBC Mike Gonigan

**Class 16 Old Hens >300M- 1 entries**
1. 05 MAN 50425 BBH Mickey Hickman

**Class 19 Old Cocks 1-3 years Old - 10 entries**
1. 06 ARPU 12583 BCC Mickey Hickman
2. 08 GFL 902 BBC Loren Lukens
3. 07 GENE 96 MlyC Frank Martinez

**Class 20 Old Hens 1-3 years Old - 10 entries**
1. 06 ARPU 13008 DCWFH Mike Gonigan
2. 07 DEISHER 293 BlkH Loren Lukens
3. 08 JEDDS 4342 BBH Kirby Reed

**Class 21 Old Cocks 4+ years Old - 1 entries**
1. 05 EJM 5018 GrzC Mike Gonigan

**Class 22 Old Hens 4+ years Old - 3 entries**
1. 04 EJM 4004 BCH Mike Gonigan
2. 05 EJM 5004 BBH Mike Gonigan
3. 04 GSF 1403 DCH Stanton Woody

**Class 23 Young Cocks - 11 entries**
1. 09 AHPI 8572 DCSPLC Mike Kurtzner
2. 09 FSC 137 BBC Mike Kurtzner
3. 09 FSC 152 RCC Mike Kurtzner

**Class 24 Young Hens - 3 entries**
1. 09 MAN 90817 DCH Mike Gonigan
2. 09 MAN 90898 WhtH Mickey Hickman
3. 09 MAN 90961 BCH Kirby Reed

**Champion**
08 MAN 80740 BBC

### Section 4 Likliest to Produce Winners

**Class 19 Old Cocks 1-3 years Old - 10 entries**
1. 06 ARPU 12583 BCC Mickey Hickman
2. 08 GFL 902 BBC Loren Lukens
3. 07 GENE 96 MlyC Frank Martinez

**Class 20 Old Hens 1-3 years Old - 10 entries**
1. 06 ARPU 13008 DCWFH Mike Gonigan
2. 07 DEISHER 293 BlkH Loren Lukens
3. 08 JEDDS 4342 BBH Kirby Reed

**Class 21 Old Cocks 4+ years Old - 1 entries**
1. 05 EJM 5018 GrzC Mike Gonigan

**Class 22 Old Hens 4+ years Old - 3 entries**
1. 04 EJM 4004 BCH Mike Gonigan
2. 05 EJM 5004 BBH Mike Gonigan
3. 04 GSF 1403 DCH Stanton Woody

**Class 23 Young Cocks - 11 entries**
1. 09 AHPI 8572 DCSPLC Mike Kurtzner
2. 09 FSC 137 BBC Mike Kurtzner
3. 09 FSC 152 RCC Mike Kurtzner

**Class 24 Young Hens - 3 entries**
1. 09 MAN 90817 DCH Mike Gonigan
2. 09 MAN 90898 WhtH Mickey Hickman
3. 09 MAN 90961 BCH Kirby Reed

**Champion**
06 ARPU 13008 DCWFH

**Best Old Cock**
06 ARPU 13008 DCWFH

**Best Old Hen**
06 ARPU 13008 DCWFH

**Best Old Bird**
06 ARPU 13008 DCWFH $10

**Best Young Bird**
09 MAN 90817 DCH $10

**Champion**
06 ARPU 13008 DCWFH $25
Mike Belus
Hall Of Fame Winner
Belus Family Lofts
Antioch, CA
Bay Area Invitational Club
Bay Cities Combine

Background:
I am 45 years old and have been around the sport of racing homing pigeons my entire life. I was first introduced to the sport by my father Fred Belus; whom I consider and many would agree, is one of the top pigeon flyers in the state. In 1995 I purchased my first home in Antioch, CA and built a loft. Since that time, I have had a successful career of breeding and racing young birds.

Bird:
08 AU FMT 119 BC – C
Bred by Fred Belus
Strain – both Sire and Dam are Hersey-Janssen’s from Richard Hersey of Campbell, CA.

System:
I fly a modified light system similarly shown on “The Light and Dark of Young Birds” by the Sampson Brothers. I have slightly tweaked their program to cohesively work with my individual schedule.

I begin breeding the last weekend of November and raise about three rounds of babies. At the end of the young bird season, I have my father go through and grade the birds. I keep only the best eight breeding pairs. Since I only fly young birds at this time, I give the remaining birds to new flyers in the area.

Regardless of the system, I feel the two most important aspects in flying young birds are peanuts and motivation. The peanuts promote efficient trapping while motivation works for big drops and getting the birds to break early. In order for motivation to work optimally, you need a mature pigeon. This is why I choose to breed early.

The Sport:
Over the years I have seen a shift in the sport of pigeon racing in my immediate area. Unfortunately, many of these changes have negatively impacted the integrity and enjoyment of the sport. This in turn has discouraged new flyers and has made it harder for them to be successful. New flyers are essential to the survival of pigeon racing.

My local club has switched to an invitational only status and is closing boundaries for area money races; therefore allowing the members to pick and choose their competition. I am saddened by this mindset and don’t see the enjoyment of success with a limited competition pool. I feel the greatest payback is being successful with hard work and dedication while competing against the best the sport has to offer. The necessity of camaraderie in the sport should not be discounted or overlooked. I want to see the sport revert back to the days where area flyers shared ideas, stories, advice and a good laugh.

Jim Richesin
Hall of Fame Winner

Manuel Cardoso, Editor of this publication asked me if I would write an article on my Hall of Fame family - of course I said I would. If you know me the no word is hardly in my vocabulary. So after a lot of thought in just how to get this together and may be keep some interest I will have to pull my own chain a bit. So please forgive me as I go on.

My first H of F pigeon was AU 97 GSF 597 Blue Checker “ Momma’s Boy” unlike the later H of F winners “Momma’s Boy” won his honors in young birds. He was a direct Arendonk Janssen off the Merckx Line. He was a marvelous young flyer and turned out to be a better breeder.

My very second H of F pigeon was in 1999 AU 97 GSF 0084 Blue Bar Hen named “Dorris”, being named for winning two combine races in old birds from Dorris, California a 300mile station.
Also in the same year she won a 160 mile combine station. She still lives and breeds excellent youngsters. However her mates are very carefully selected. Her strain is Smoulders Janssen from my long time friend Dave Anderson now of Idaho. I was lucky to get one youngster this past summer when mated to a young cock from the “Sure Bet” and it will be on my old bird team in 2010. Dorris’s nest mate sister was AU 97 GSF 0085 Blue Bar Hen named “The Iron Hen” known for her ability to fly the long races and was a wonderful breeder. A daughter of hers when she was mated to “Smokin Joe” is the dam of the cock of the “Pair”. You will read about the “Pair” later in this article.

Where it really began for me was with wonderful cock GSF 2497 a Blue Bar “Smokin Joe”. He is of Janssen bloodlines of the late Mel Morath and Super 73 Van Loon from the HapyCo Lofts. I have often said that every fancier should have had a cock like him in a lifetime with the pigeons. He took most all honors available by the American Racing Pigeon Organization in 2001. In that year he not only was the winner of 1st 2001 Hall of Fame Nationally, he won 1st USA National Marathon Triple Crown Ace Pigeon ARPU, 1st USA National Marathon Ace Pigeon APRU, 1st 2001 National Long Distance Ace Pigeon ARPU and 1st North American Ace Pigeon Digest Long Distance. Not only a wonderful flyer he was a breeder of fantastic birds that excelled in the club races. I bring that up because I believe that good club/combine flying pigeons that fly most every weekend for nine to ten weeks should not be placed in the same category as pigeons that are bred to fly in the one loft races where the get one shot at stardom. I will say it again, this family does its best when the pressure of weeks of flying just makes them better.

In more current times I am finding that the grand children of “Smokin Joe” are now the stars of my loft. In 2008 I was lucky to have an other California State H of F winner AU 06 DONK 986 Blue Bar Hen. Yes a grand-daughter of “Smokin Joe” she is a marvelous hen in all respects. She handles like she performs - super. In the recent AU sanctioned show at the Perry’s she won her class and was runner-up to the diploma category. I have had people who know something about
long distance flying and after handling her say they will have too rethink the selection of their long distance flying team. Even though, she is a great handler they would never think that she has flown many 300s, 400s, 500s and two times 600s mile and wins top awards.

Maybe you have noticed that I never did give her a name. I just call her the hen of the “Pair”. By that I mean her mate is AU 06 DONK 952 Blue Checker Cock and yes a g-son of “Smokin Joe”. He has been her mate for all the time they have been on my doublewidowhood team. They go to the same races most of the time, in fact on the 600 mile race in 2008 they both returned together in the early AM on the second day. The story in the club is they spent the night together on the Motel 6 sign before trapping in the second day, earning them 2nd and 3rd Mid-Valley Combine. One last item about this pair: The Hen has flown 26 races and 8,116 miles in computation at an 80.6% clocking ratio. The Cock has flown 27 races and 11,721 miles in computation at an 87.8 clocking ratio. And to top that off they still have the 2010 season to fly. So wish them luck…….

Larry Cook
Hall of Fame Winner

An outstanding bird can just make your race season a great season and in the 2008 old bird season I had an outstanding season.

My Hall of Fame winning bird, AU-05-Lcook-258-BBWf, was born in my race loft not my breeder loft. Before the old bird season I let the old birds mate up. I just put the hens & cocks together and let them chose their mate. With some of the matings I like I let them raise a round. The matings I don’t like I put wooden eggs under them. The mating that raised my H,O.F. winner I liked and let them raise a round.

The sire of the H.O.F. winner was a White Bandit cock with it’s father from Al Cunningham and mother from Hapyco Lofts. The mother of the H.O.F. bird is a bird Mary Cox gave me to fly. Mary still has her breeders but doesn’t fly any more. Mary mates up her breeders and sends birds out to different one loft races and futurities. A lot of the birds that she raises and doesn’t send out she gives me to fly and on race day she comes over to my place & watches the birds come in. She always brings over her loft book so when one of her birds comes in she looks it up to see what it’s out of. Many times my 1st bird home is one of her birds and that makes the race more exciting. On most race days it’s Mary, my wife Ann and I sitting in the shade waiting on the birds.

One week after convention my wife had a massive stroke and was in the hospital for 2 weeks and then 6 weeks in rehabilitation. One week after she got out of rehabilitation she started dialysis for a kidney problem. Dialysis is 3 hours a day, 3 days a week. I want to fly old birds this season but I don’t know I will be able to.

It was a great honor receiving this Hall of Fame award, Thanks C.S.R.P.O.
Darryl R Coston
Hall of Fame Winner

My name is Darryl R Coston for those of you who do not know as of yet. I am the President of the Bakersfield Racing Pigeon Club. I started racing in 1975 with the Bakersfield Racing Pigeon Club. I am a very competitive flyer in my club and I am constantly striving to improve the performance of my race team. I fly a couple of different families, Grondelears, Vanloons, Verheyes, Verbruggen, Devreindt and the Gaby Vandenabeele family have recently been added. The backbone of my loft are the Grondelears and the Vanloons I have concentrated on these birds for the last 15 years trying to improve them through careful selection of the best performing young. Each year I try to select the best performing young hen to stock and the following old bird season the best yearling cock. This method has worked well for me as the hens tend show their worth earlier than the cocks. I do believe that some of the oldies are still able to cut the mustard as breeders, as I do have a couple of cocks over 15 still producing winners and hens over 12 years of age that continue to produce.

When selecting from my breeders I look for family traits in each youngster that over the years have proven to be present in the best of my breeders; for instance all of the winners in my Vanloon family may have some grizzling in the last four flights and either a chestnut or gavel eye. These traits alone are not enough. They still must have supple muscle buoyancy and vigor. When selecting a bird from another loft I look for performance first. The guys who have proven to be the top flyers in your area are a good place to start or flyers that fly the same type of course you fly, after all there are horses for courses! If I am fortunate enough to handle the best in that loft I use that as my measuring stick, as most good breeders have fairly closely bred families. I often use the basket to cull inferior birds, but if they are weak in structure or in poor health as a youngster I eliminate them immediately this process usually will insure fewer culls in the loft at the end of a young bird season. When selecting a youngster for the special races I look to my very best breeders, as most of our futurity races are three hundred miles. I also keep in mind that these birds will trained to half the distance of the race, durability is a must! The youngster must have all of qualities of a top racer as a 23 day old baby. One lacking in any of the desired traits I look for will not be sent to a futurity race.

I was asked “what was one of the biggest challenges in a club or combine” I would have to say that the cost factor in racing pigeons has become a huge issue with almost every club in the A.U and I.F both going to computer only timers. For the sake of our sport we should be a little more “poor boy friendly” meaning continue to allow those who may be a little less fortunate than others to use the quartz or whatever timer they can get their hands on to be a part of this wonderful sport!

God Bless You: Darryl R. Coston
Central Section Vice President CSRPO
Fred J & Elizabeth Frobose
Hall of Fame Winner

Fred J & Elizabeth Frobose, have won 1st place Calif. State Hall of Fame two years in a row and also won 1st & 2nd this year. This family of Devriendts have been together for over 30 years and are stronger than ever, winning 1st place North American Ace Loft of the Year.

# 2615 (Honey) is bred from an nephew & aunt mating, sire is out of two AU Hall of Fame birds, No. American Ace pigeons. Her dam is full sister to (Miss Dee), AU Hall of Fame, No. American Ace pigeon.

#2606 (Mother Confessor) sire is in-beed to 629 (Blue Angel) Ca. St. Hall of Fame. No. American Ace pigeon 2nd overall, 3rd long. 2606 dam is an half sister (Miss Dee), AU Hall of Fame, No. American Ace pigeon.
It is with a heavy heart that I report to the pigeon community the passing of Dan Hinds - a father, husband, friend, and legend in the sport of racing pigeons.

Dan was born in Hollywood, California in May of 1927, and passed away Dec. 2009 at the age of 82.

Everyone that came into contact with Dan always felt that when they were done talking to him they received the whole story and the truth. Dan was not one to dance around a question or facts. If you asked him if your birds were doing well in his loft he would tell you the truth. This was not because he was trying to be harsh, but simply because he loved the sport of racing pigeons, and felt the truth was the only way he, and the rest of us, could better ourselves and learn. If a flyer wanted to buy a pigeon from him, and Dan knew the bird had never produced anything for him he would say so, even if it meant the flyer not buying anything. He felt if the bird was not good for him then he did not want to mislead someone who would not only spend their hard earned money, but waste time breeding a bird that would not make the flyer better.

Dan was a student of the sport as well as a teacher and a true purest. He understood, studied, and taught the mechanics of the pigeon wing, throat, eye, supple muscle, back, vent, conformation soft feather, and pulling the beak to see vitality etc. He knew every detail of racing down to training, feed, vitamins, loft design, etc.

Dan was 12 when he got his first pigeons, and there was no looking back. He was an accomplished club concourse, and federation officer, and California state judge. Dan also owned a successful pigeon convoy truck for many years in California giving him yet another understanding of what pigeons go through from race point to home.

My father and mentor Maurice Schoors described his life long friend Dan as a fine chef of racing pigeons not because he ate them although sometimes he threatened to. This was his description of Dan because he had “the recipe” for bringing a bird and team of birds into form at just the right time for just the right race. He was Deadly at futurity and money races because he would plan all year long for that one day, months before it happened; slowly planning for what birds, what kind and how much training needed, and just as important when to leave the birds alone. This “recipe” came to a boil days before the big race, and Dan could tell you with amazing accuracy which birds would be home, and believe it or not, most times in what order. Dan was impressed with repeat results, not one time wins, or fancy pedigrees. Being a southern California multiple FVC Snow Bird winner, Dan was sent some of the finest, most expensive birds from all around the world for him to handle. He did not look at the pedigree or the name of who sent it, but rather the bird, its athletic promises, and physical attributes. Dan was a generous sportsman. If a flyer had a bird placed in his loft for a major race, which often would produce a winning prize of 10k 20k 30k, and the breeder asked for it back after the race Dan would say “come get it”, with no hesitation.

The sport of racing pigeons has taken a blow with Dan’s passing. I am privileged to have known Dan, his wife Martha, and children Robin and Mickey my entire life. The sport and its members have embraced their family since Dan passed. There are many things to learn from a man this accomplished in our sport. I would suggest not the obvious of how to be a winner (train, feed, make money, etc.) I suggest that we emulate how Dan helped the people, and the hobby instead. Let all direct our efforts to grow the sport unselfishly, to give to the sport and its members, to educate and help the beginner or the flyer who has never enjoyed being on top of the race sheet. Give youngsters off your best birds to someone, allowing them feel the excitement of winning a race for the first time. Donate birds to your local club and combine picnics. If a flyer asks you how to do something tell him how, and what methods have worked best for you. Take a new flyer to your favorite and most successful training spots. Let a beginner win and be the first to congratulate him/her. This makes us all better and promotes the sport for future generations. This was Dan’s path in life; we can all honor him by walking in his shoes in these ways to better the sport he loved so much.

With love and respect
Ray Schoors
Remembering Former Members and Friends.

Roy Stierlin...
Message from Joyce Stierlin

My husband Roy Stierlin passed away September 10th after a long struggle with emphysema. He was 91 years old. Thanks to the wonderful help of the Hospice folks, he was able to be in our home surrounded by our family and passed quietly. Per his wishes, the family held a private ceremony in his honor at our Irish Beach retreat. Every single member of our family attended, which was a great comfort to me. His ashes will be interred at the Newcastle Cemetery when the family again gathers privately at a later date...

Bob Wright...

With sadness we report the passing of Bob Wright, long time member of the Hayward Club, the Bay Cities Combine and was Combine Race Secretary for several years. He was 72 years old. Viewing will be held on Thursday, October 15th, between 5:00 - 8:30 pm and the funeral will be held on Friday, October 16th, at 1:30 pm both at the Chapel of the Chimes, 32992 Mission Blvd, Hayward, CA.

Henry Coors...

It is with a heavy heart we report the passing of Henry Coors on October 15, 2009. Henry was a long time member of the Hayward Racing Pigeon Club and the Bay Cities Combine. Henry will be missed by all who knew him as a true sportsman and all around “Good Guy”.

Jay Robbin Sparrow...

Having flown with the recently passed Jay Robbin Sparrow in the MTZ and the OHC, I can fervently attest that Jay was just “not another flyer”, but a Champion in every sense and meaning of the term.

Like fellow MTZ Member, the late Hank Vernazza, Jay possessed what can best be described as an amazing magnitude of simplicity coupled with an absolutely incredible will. Very, very, very few possess this combination which seeming verges the oxymoron.

As a Champion, Jay not only possessed the will to win with the concomitant skills of observation and fox like craftiness that such champions possess, but the desire to live. And, I say AND, a family as well as a network of friends who supported his efforts, wanted him to win, and helped him along his life’s path. They provided the net that he needed to not only survive, and to race, but to evolve as a pigeon racer. And as President Manny said to evolve to the greatest honor of all, one we all seek, to be known as “a threat in the long ones”. Jay won the six, he won the five and it all started with winning the four.

When Jay started flying, he was not the Champion that he was when he left this world. His introduction to pigeons was with rollers after he was involved in a nearly fatal automobile accident at age 19. No one thought that Jay would make it. He came home from the hospital very depressed, physically very dependent. His father remembering the little shed he had built behind the house, got an idea. Jay, he thought, needed something to live and care for. So Jay’s Dad, who grew up as a farm boy in North Dakota, picked up some rollers. Every day, they would wheel Jay up that hill, and park him in front of the loft: to watch, to smell, to hear, to Dream. As things will sometimes happen, it caught! Just so happened that his neighbor was none other than mi hermano en Christo, hard working Dan Hermasillo. Dan raced pigeons, he loved to help people. You get the idea.

Shortly after I met Jay which has to be a good twenty-five years ago, I was so impressed with Jay’s courage that I told him that I was...
going to make him famous. He scoffed at the notion, but famous he did become. At the time, I was into writing articles for the ARPN. So I wrote up a story with some pictures of pigeon racer Jay Sparrow, dba Rockin Robbin. A little while later, a local newspaper got hold of me and wanted to write a story on the sport of racing pigeons. I suggested that the reporter visit Jay to see if there was a story there.

The reporter visited Jay and found her story. So impressed was she that she discussed her story with one of her friends who had been at the bite to film a documentary. But just hadn’t found a subject with the potential to become nominated for an Academy Award in the under thirty minute category. She met Jay and realized the potential. After her visit, the film maker called me wanting to make a documentary on Jay flying pigeons, but didn’t have all the money she needed. I suggested that she contact the AU, who helped to support her effort.

A couple of years went by. I moved from El Sobrante, north of Richmond, to Santa Rosa. Raising a young family, plus being self-employed, I didn’t have time for much else. One day, out of the Blue, Jay calls me and invites my charming wife, Sue, and I to the opening of “his documentary”. It was shown in an artsy theater in Marin County. And there I saw Jay, in person and on the screen. But he wasn’t alone. There was the Master himself Hank Vernazza on the big screen, as well as several other outstanding Bay Area flyers.

I don’t know if this all went to Jay’s head, being with all those Champions and being interviewed like a Champion, but something happened. Through that experience there was a transmission that few get to enjoy. Jay was on his way to becoming a Champion.

I don’t recall where Jay’s original stock came from other than from Dan and former young bird great Rick Johnson, now of Cordelia, California. But I am sure that he also received birds from the guys in the MTZ club, who generosity is only exceeded by their flying skills. Probably something like this: “Hey Jay, ah I was looking at my birds the other day, and darn, I had an extra hen that was going to waste. You have any interest in trying her out? Her dad won the Combine at the six and her mother was the Club Hall of Fame winner for young birds last year”. You know what I am talking about. We have all been blessed in a similar way.

There are a couple more things that I haven’t told you. Jay’s loft was very small: 10’ x 10’, or so. He didn’t have room for many prisoners, and bred from his racers. He flew double widowhood. He would spend hours watching his birds, as those masters of old did.

What else? Jay had a major health issue several years ago, and had to be placed on a breathing machine. When this happened, I heard from His Mother that he gave his birds to a new flyer, who, reportedly, eventually sold them to another flyer for a tidy sum of money.

Now I know what I am forgetting. When Jay broke his neck in that automobile accident at age 19, he became paralyzed. Yes, Jay was quadriplegic. And, so he is a hero to me. I love people who meet the challenges of their lives head on, not running away, saying I can’t do it! That was Jay!! The one who had to continuously move the back of his wheel chair so that he could breathe, hence the origin of the handle “Rockin Robbin”.

Rest in Peace Little Brother.

Respectfully Submitted,
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The 2010 Northern California Classic
400 Mile Young Bird Race

SPONSORED BY THE MARTINEZ HOMING PIGEON CLUB

$15,000 FIRST PLACE PRIZE (based on 1,000 birds)

ENTRY FEE: $150.00 per Bird or (3) Birds for $400.00 (5) Birds for $600.00 • RACE STATION: ELI, Nevada - Approx 400 Miles

Please read the complete race rules below:

1. Payment must accompany Birds when shipped.
2. All Birds must be shipped in APPROVED shipping boxes.
4. Birds will be accepted from Feb 1st through July 1st.
5. Replacement birds must be received by July 1st.
6. All Handlers must be on this years Handlers List before February 1st, 2010
7. Breeders can not place more then 5 Birds per loft address.
8. All Breeders should contact their Handlers to make sure they have room in their lofts.
9. Contact your handlers early as lofts will fill up.
10. Only one (1) Handler per loft location with a limit of 100 birds.

Partnerships are allowed, but they are only allowed 100 birds total and they can not exchange birds to fly in the same race.

11. No Handler can handle their own birds.
12. No Handler can breed birds for others and than handle them himself.
13. All birds become the property of the Handler unless other arrangements are made with Breeder.
14. Capital prize will be split 70% Breeder, 30% Handler.
15. The Host will take 15% for their expenses.
16. The race Committee will handle all disputes and their decision is final.
17. Only members of the MTZ, TCH and the SOC clubs are eligible to Handle birds in the race.
18. All birds will be shipped directly to the individual Handler accompanied with the entry fees. Multiple shipments in the same box will be permitted. Handlers will forward promptly on arrival all entry fees and registration forms to:

Ron Actis at: 5204 Myrtle Drive, Concord, CA 94521 (925) 798-0703
Zack Jones at: 4796 Myrtle Drive, Concord, CA 94521 (925) 787-6734
John Bellandi at: 3196 Danville Blvd, Alamo, CA 94507 (925) 837-5097 or 837-4994
Fernando Gonzalez at: 1949 Jameson Ct. Concord, CA 94521 (925) 980-4473
Charlie Petrowich at: 2400 Candlestick Drive, Antioch CA 94509 (925) 776-441

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