

## HARDY'S WINE T.V. ADVERTISEMENT

Check out the ad on T.V. for Hardy's wine it was taken in the McClaren Vale with pigeons flying out of the vineyards while children are banging saucepans running through the vineyards.

I would like to thank Gavin and Sue Harris for the help in taking there birds to the filming of this ad.

## BILL BUTTON TROPHY DONATION

BILL BUTTON HAS DONATED A LARGE CUP FOR THE LONGEST RACE OF THE SEASON .

The cup will be called the "NEWLAND CUP".

It will be a perpetual cup with a small cup given to the winner to keep.

On behalf of all flyers in the SA.H.P.A. I would like to thank Bill for his kind donation .

Bill Button served with 8th army in the Second World War .Since the war Bill has pursued his hobby and well known as a pigeon breeder and racer .He has written many articles for leading magazines in the field .He retired to Australia with his Italian wife.



Newland Lad SA 82-40330

Bred by W&K Moyle,raced W.Button

4th Club Carrieton, 1st Group 1st Fed  
1st SA.H.P.A. Nullabor 1983.

3,927 birds

## ANOTHER STAR FROM THE GOLDEN ERA PASSES ON

It is with regret that I report to the Racing Pigeon fraternity of the passing of Bob Drew on Monday 28th April 2008. Bob flew almost entirely in what I class as the Golden Era of pigeon racing in Adelaide, i. e., from the early 1950's to the early 1990's. This was the period when the sport in Adelaide was at its peak, membership at its strongest and competition at its fiercest.

To mention the name Bob Drew one synonymously thought of the upper echelon of great Port Adelaide flyers such as Finn Fraser, Les Jeffries, Laurie Thamm, Artie Morris, Roy Judd, Jim Todd, Laurie Lloyd, Ron Wiles, Frank Boron, Hurtle Simmons, Cec Dunstan, Joe Burke, Don Burgess and Jim Axon, just to mention a few.

Having served my "pigeon apprenticeship" from 1961 - 1963 with the Riverside Juniors, Bob Drew, along with all of the above mentioned, were awesome names to us kids back then but we never really got to know them then, as the Juniors basketed a couple of hours before the seniors and we had vacated the clubrooms well before they began to arrive. Similarly on the Saturday, we read our clocks 60 minutes after clocking the first bird while the seniors fired off around 6.30pm. We certainly knew of them as their names constantly appeared in the results. Some Sunday mornings we would put our birds on a truck at Alberton to send them off for a training toss to a town called Wellington, down south, and where the railway didn't go. Most of the Riverside members were there and someone who knew them would point out to us kids, "that's Finn Fraser", "there's Bob Drew", "there's Laurie Thamm" etc., etc.

In these early days Bob was very successful. In 1956, just two years after commencing racing he won 5 of the 10 Riverside club races (not bad since most other members of this large club were battling to make the top ten on the prize list), and was the Port Adelaide Association Points winner. He won the Riverside club points on three occasions, runner up twice, and was runner up for the Port Assoc Points on two other occasions between 1956 and 1967. Port Assoc wins included 1st Marree Open, 1st 2nd Marree Open, 1st Benalla and SAHP Combine placings include 2nd Oodnadatta, 4th William Creek, and in a race from Junee he took 1<sup>st</sup> & 10th prizes

I first met Bob probably late in 1964, a year after I left Riverside Juniors and joined the Henley & Grange club. I was a Customs Agent wharf clerk and Bob was a timber worker on the wharf for Timber Transporters. Oregon, Hemlock and Western Red Cedar from the West Coast of the USA

and Canada were among the vast array of imported cargo that we cleared through Customs for our clients. One of our large timber clients was Millers Lime & Timber and Timber Transporters delivered the timber from the wharf to Millers Lime once it was cleared through Customs & Quarantine. It wasn't long before Bob became a Supervisor for Timber Transporters and one of my jobs was to liaise with Bob, advise him when the goods had been cleared plus the quantity tallied and to sign for them with the shipping company once they had been delivered from the wharf. Bob was one of very many pigeon flyers who worked in varying capacities in Port Adelaide and on the wharves and I had the pleasure of knowing him and all of the others during that period of time. Many working hours were pleasantly spent talking pigeons to all of them

Bob, born at Alberton and raised in the neighboring suburb of Cheltenham, married Barb, an Alberton girl in 1953 and first flew with the Riverside club and the Port Assoc, from 1954 until the end of the 1967 season. The North West club was founded in 1965 to compete in the larger SAHPA and Bob moved to this club in 1969, joining his best mate Finn Fraser who moved there a couple of years earlier. Bob flew in the North West club for quite a number of years. The late 1970's and early 1980's saw great change with the SAHP Combine going defunct, the demise of the Port Association occurred at the end of the 1979 season when the Riverside club joined the SAHPA and in 1980 the formation of a new independent body in the Port Adelaide District, The Western Districts Racing Pigeon Federation, took place. The WDF flew independently and convoyed with the SA Racing Pigeon Federation from 1980 to 1985 but convoyed with the SAHPA from 1986 to 1988. It then joined the SAHPA and in 1996 became known as the Port Adelaide Racing Pigeon Club. Upon the demise of the North West club in the late '80's, Bob joined the Peninsula East club in 1988 and flew successfully for several seasons with the Western Districts Federation & the Port Adelaide Racing Pigeon Club and continued on with them until his retirement from the sport and the sale of his birds in the year 2000

Bob won three Association races during his career, from Rosedale Open #1 (840 km), Nyngan Open (890 km) & Mitiamo Open #2 (540km), three very difficult race points and one would be hard pressed to come up with a combination of any three other race points of similar distance that would be harder. His Nyngan winner homed during the hours of darkness, around 2.30am. It was not uncommon for Bob to have birds home during the night. Quite a feat considering his loft was in an area which didn't seem favourable to pigeons homing at night as the many flyers around him rarely got one during the dark hours.

His Rosedale winner obviously flew through the night as she was clocked right on sunrise at 5.38am on the second day, Sunday 12th October 1986. The only bird to make home on the day anywhere in South Australia was one just before dark at Karoonda, some 130 kms short of Bobs loft at Cheltenham. Bob not only won this race but he also took SAHPA with his second bird which arrived eleven minutes later.

His second Association success was in a steady race of 9 hours 18 minutes from Mitiamo on Saturday 3rd September 1988 and his third Association winner was, as mentioned above, timed in the dark at 2.30am on Sunday 5th October 1989 from Nyngan.

Records show that Bob won numerous other top ten SAHPA positions over the years including 2nd Coober Pedy, 2nd Benalla, 3rd Booroorban, 3rd Morundah, 3rd Junee, 5th Booroorban, 5th Little Topar YBC, 6th Mitiamo, 6th Young, 6th Morundah, 8th Benalla, 8th Morundah (twice), 9th Eucla & 10th Benalla.

Bob flew a family of Morrison Barkers, good hard day pigeons. Others had success with them including Ron Shiell & Son of Semaphore Park.

Bob is one of the last of the Golden Era Stars to pass on. Only two of the previously mentioned flyers are still alive today, Don Burgess, who retired from the sport several years ago, and Jim Axon, who is still competing. Jim lives just a couple of streets away from Bob and Barb at Cheltenham. Bobs funeral was attended by a very large number of family, friends, old work mates, pigeon flyers and no doubt lawn bowls mates. My wife's mother used to live opposite the funeral parlor where Bobs service was held so in the past we had seen attendees to many a funeral and their prominence and popularity was gauged by the number of cars in the car park and the overflow that lined the nearby streets. Bobs was as large as any I had seen (here including a number of past sporting identities whose sports were by far more high profile and publicized than pigeon racing and bowls. He certainly was well liked and will be sadly missed by all who knew him.

John Hofman

BOB DREW

