



NEWSLETTER

OCTOBER - 2025

All correspondence to

The Secretary, PO Box 255, Singleton 2330

Email: singletonclassicmcc@gmail.com

Executive Committee

President: Kerry Solman
Vice-President: Ray Bailey
Secretary: Martin Charles
Treasurer: Steve Philpott

Ord. Committee members

Simon Crebert, Scott Agnew, Annette Bailey, Max Cherrie

Life Members

Ron Shoemark (Dec) – Brian Crebert (Dec) – Ray Chapman (Dec)

Mick Dunn - John Jowett – Peter Heher – Ross Morgan – Simon Crebert - Ross Smith

Daniel Guillon – Richard Helm – Barry Fong

Disclaimer: 1/ All care is taken to ensure accuracy of articles in this newsletter.

2/ If you intend to action any event in this Newsletter, **PLEASE check** for yourself

3/ Any opinions expressed in this Newsletter are not necessarily those of the Committee or the Singleton Classic Motorcycle Club Inc.

Non- Committee Positions:

- **Club Registrars:**
 - All Motorcycle ages: Ray Bailey, Kevin Downes, Simon Crebert and Lloyd Anew
 - Pre 1961 to 1979: Ross Morgan
 - 1960 to current 30yr old: Kerry Solman
- **Newsletter** David Mellows
- **Regalia-** Steve Gilchrist
- **Public Officer, Rally Organiser & Web Site Manager** Jacob Crebert

General Info

- General Meetings are held on 1st Thursday of each month at 7.30pm ** At Singleton Diggers, York Street
- Initial Annual Rally meeting - After the Feb General Meeting.
- Annual Rally – on 1st weekend in May
- A.G.M. - on 1st Sunday in July
- Inspection for bikes on conditional registration – ** Before the AGM or by arrangement with a Club Registrar.
- To ride bikes on Conditional Registration after June 30th, members must have paid their Membership Fees.
- 1st Sunday/March each year – Memorial Ride for Deceased Members
- 1st Weekend in November - Presidents' Yearly Over Night Ride.

Authorised club rides are as follows:

- Every Wednesday
- Every Sunday
- Tiddler Rides – 1st & 3rd Tuesday of the month
- 40/40 Ride – 1st Saturday after the Monthly Meeting
** above 4 rides leave Civic Park not earlier then 9.30am
- To Club Events (e.g.: Club Meetings, Club Social Events, etc)
- With any Club with which our Club has **Reciprocal** ride arrangements or has received an **invitation** from the organising club & is entered in our Clubs' minutes.
- Other events as approved by the committee & entered in our Clubs' minutes.

Reciprocal ride rights with the following Clubs

Note: Members are able to ride their Conditional registered bikes on rides organised by these clubs.
If you intend to go on one of these Clubs rides, it would be advisable to carry a copy of this section of the Clubs' magazine.

- Coalfields Classic & Enthusiasts Motorcycle Club
- Newcastle Classic Motorcycle Club
- Newcastle Vintage Motor Cycle Club

Newsletter Contributions

- Articles from members are welcome. Please keep them short & relevant.
- Suggest 1x A4 sheet in size (Text – Aerial 12) & to be submitted as a 'WORD' doc/docx no later than the **3rd Friday of the month**. The earlier the better.
- Send email or hand articles to the Editor
dmellows@hotmail.com

Club Website:

<<https://singletonclassicmotorcycleclub.com>>

October 2025 - Authorised Club Events

- | | |
|--|-------------------------|
| ➤ Thu 2nd | Monthly Meeting – York |
| St. Diggers | |
| ➤ Sat 4 th | 40/40 Ride |
| ➤ Sun 5 th , 12 th , 19 st , 26 th | Club Ride Days |
| ➤ Wed 1 st , 8 th , 15 th , 29 th | Club Ride Days |
| ➤ Wed 22 nd . | Café Ride |
| ➤ Tue 7 th , 21 st | Tiddler Ride Days-Civic |
| Park 9.30am | |

Note: Ride destinations may be altered or decided on by agreement of attending Members

Future Events:

- Tue 14 – Thur 16th Oct. Billy Shepherd Memorial Ride

Other Club's Rallies/Events + Events of Interest - 2025

- 12th Oct Maitland Swap Meet
- 26th Oct Canberra Swap Meet [at the Hall, Showgrounds]
- 31st Oct > 2nd Nov 30th Natureland Rally – Hat Head

Notes:

If any Classic, Vintage or Veteran motorcycle Club or individual has details of an event that is NOT listed in this newsletter & would like it to be included, please email details to the Singleton Classic Motorcycle Club .

Email: < singletonclassicmcc@gmail.com >

Editorial

Firstly, thanks to Barry Fong for managing the role as Newsletter editor for the last 11 years or so! A great effort and much appreciated by all, I am sure.

I am pleased to be back in the role I fulfilled from early 2006 to September 2012 during the period when few members had email accounts and I printed around 50 bound copies of around 30 pages each edition for distribution (sponsored at the time by Xstrata/Glencore Coal).

As background for those who don't know me, I have been a SCMCC member continuously since 1991, however left Singleton and Australia in 2011 to live and work (and ride) in Switzerland for 9 years, returning in 2020.

You will soon recognise I am an Italian bike fan, still owning my first Ducati (Darmah) purchased in 1978. Among "a few" others I also still own my first bike purchased when I was 15, a 1963 Honda Dream.

During my period as editor Ron Shoemark (SCMCC life member) was probably our greatest contributor. He hand-wrote stories of his glory days, often involving sidecars each month. I would type up his notes and copy his photos for inclusion. His articles were great, so I thought I might add an example this month. Denis Paget was also a regular ride report contributor.

I hope to be able to revive our club Newsletter/Magazine to include some regular articles, however I will need to rely on your contributions in the form of stories, reports or just photos from recent rides. I am happy to assist preparation if you are not overly confident.

I am riding to the MotoGP at Phillip Island on my Ducati Multistrada V4 Rally , if you can't be there make sure you watch it on Sunday 19th October!

David Mellows (Ducati Dave)

SINGLETON CLASSIC MOTORCYCLE CLUB **INC.** **October Meeting**

DATE: 02/10/2025

OPENED AT: 7.30pm

CLOSED AT: 8.35pm

Kerry Solman in the chair

PRESENT: 39

APOLOGIES: 11

GUESTS AS PER ATTENDANCE SHEET: Ian Pryde (prospective new member)

MINUTES OF THE LAST MEETING; MOVED Barry Fong

SECONDED Del Rose

BUSINESS ARISING FROM THE MINUTES; Nil

TREASURER'S REPORT;

\$11,837.86 Balance

MOVED; Doug Lauchlen

SECONDED; Les Wilks

INWARD CORRESPONDENCE;

- Macquarie Towns magazine - Vintage MC Australia 70th Rally 31/10 to 8/11 8 rides Bathurst area
- Newcastle Classic Bikes magazine - Maitland Swap Meet at Showground Sunday 12th October 2025
- British Motorcycle Club - closing down in November 1st 2025

- Bendemeer Hotel regarding group package stay
- E-MAILS
- 01/09 Coffs Harbour magazine
 - 02/09 Hunter Motorcycle Forum invitation
 - Northern Rivers September magazine
 - 06/09 David Mellows volunteering to be new Magazine Editor
 - 08/09 Goulburn Rally October 24-26th
 - 18/09 Central Coast Club thanking our 5 participants
 - 23/09 Steve Gilchrist -should have new caps at the October meeting
 - 27/09 Brian Wood Motorcycle Council of NSW re LGA pothole policies
 - 29/09 Northern Rivers October magazine

OUTWARD CORRESPONDENCE;

NIL

MOVED; Billy Waugh **SECONDED;** Max Dawson

GENERAL BUSINESS;

40/40 ride Saturday 9.30am Civic park

- Tiddlers ride next Tuesday
- Membership Dues now well overdue
- 5 members participated in the Pelican Rally
- October Motorcycle Awareness month - Meet the Police at Freemans Waterholes Saturday 18th October
- Grey Gums Café - Meet the Highway Patrol Sunday 21st September re Historic Registration and Logbooks
- Officers admitted NO training, NO blitzes, NO reasons to pull us over
- Hunter Motorcycle Forum 26/09/25 - Mayor plus Councillor (Penfolds) hoped for 40 but 150+ turned up
- Mainly about need for facilities, coaching, training and competition for the young

- President's Run - November 1st & 2nd leaving Civic Park 9.30am for 220km ride
- Think about some charity donations. We have \$6,000 to give away. Suggestions at the next meeting.
- Singleton Community Family Centre Joe Rider scheme to be resurrected
- Hayden Vella is Singleton/ Upper Hunter Road Safety Officer
- Bucko suggested spending more money on Club events. Called on people to organise things
- Phil Cox commented on Nabiac Motorcycle Museum
- Singleton Motorcycle shop has now permanently closed. Mechanic still hopes to operate at new location.
- Debate – Should we offer a more expensive Rally Raffle bike prize??
- Barry Fong moved that the ride to Freeman's Waterhole Saturday 18th October be a gazetted ride
- Thus, no need to use your Log Book and can ride straight there (i.e. NOT have to start from Civic Park). Seconded Graeme Lothringer, Passed
- Steve selling the new caps \$25 at the end of the meeting
- Ray Bailey recovering from four nerve ending treatments
- Our best wishes go to Mark Burgmann and family as he recovers from a brain inflammation

RAFFLE 1 st	Mick Skinner	Vegetable Tray
2 nd	Mitch Dowse	Chain care kit
3 rd	Bluey Sainsbury	Pen/Coaster

RIDE REPORT



Figure 1 Ready at Civic Park

Tiddler Ride Tues 7th October

Taking an early start, I trailered my 1975 MV Agusta 350 from home on Lake Macquarie to Singleton with plenty of time to enjoy a breakfast at the Town Head park café before unloading at Civic Park, and as it was school holidays I brought one of my grandsons Bentley (12) to accompany on the ride.

We were also able to assist prospective new club member Ian Pryde unload his lovely classic Honda CB100, and it wasn't long before we were joined by several others including ride leader and President Kerry.

The destination was Middle Falbrook via the Retreat, with the total of 10 small bikes (*I recall we had 6 Hondas, 3 Suzukis and my MV*) making a steady pace on a perfect morning.

We parked under the bridge by the creek and enjoyed a coffee from the Suzuki café and talked bikes and shared stories before riding back to town via Bridgman Rd.

David Mellows



Figure 2 Simon's 1955 NSU



Figure 3 Bentley Mellows with the MV Agusta under Middle Falbrook Bridge



Figure 4 Glorious shaded spot



Figure 5 What a great set up!

From a past SCMCC magazine

(March 2008)

The 15th and last of Ron Shoemark's reminiscient articles

Note: Ron is a life member SCMCC, now deceased

The final chapter in this series of survived near death experiences occurred en-route to Bathurst Races , about 4 days before Andrew Duncan took that one and only photo of the Vindian in its final



form.

Somewhere on the then highway about 15km from Lithgow towards Bathurst, the local persistent fog was still hanging about, the road was damp, so we were proceeding at a most moderate speed. Rounding a right-hand curve, the next 100m or so was substantially straight, carved into the hillside so that the left was mostly thin air of considerable near vertical depth, and to the right about 1.5m from the edge of the road, a steep bank formed by a grader.

The flaw in this otherwise sylvan scene was that the other end of the straight a rather robust car was approaching. That in itself would not normally be a problem, but this time that car was being overtaken by a small grey utility, loaded above cab height with cabbages, no doubt bound for the Flemington Markets.

It took only a couple of nanoseconds to remember Izzy Newton's remarks about objects remaining at rest or in uniform motion in a straight line unless, etc, etc. and also the homily that any more than one solid object occupying a given space at the same time is just not on!

In short it seemed quite possible that our branch of the family tree, spouse, two kids, self and dog would shortly be the no-veg component of a very big cabbage medley. Or malady. The only clear option would be to meet the car instead of the Ute, and be pureed.

Time by now being as they say "of the essence", I sent an urgent telepathic appeal - emails having yet to be invented- to whatever deity might be available to "DO SOMETHING, NOW!"

Fortunately, the response was almost immediate, my functional control systems shut down and I went onto auto-reflex for maybe 10 or 15 seconds, of which space of time I have no knowledge or memory of at all.

When the normal service resumed, the bike trailer and contents were stationary on the opposite side of the road, save for the dog who was standing a metre or so up the bank looking perplexed. Except that we were now facing back towards Lithgow. The car and the utility had gone, we were unscathed, and the bike and trailer seemed OK, while a closer look while checking the dog prior to reloading revealed red earth from the bank jammed between the tyre and rim and both sidecar wheel and trailer wheel on that side, indicating a rather severe impact.

What had happened? Haven't a clue to this day. So, we did the only logical thing, turned around (again) and headed for Bathurst and a good choice of camping spot, the reason for going a day early. Doesn't everyone?

Before drifting off into the nostalgic dreamtime that is the solace of octogenarian bikers, I should pay some tribute to ‘THE DOG’ mentioned here, our constant travelling companion for some 11 years and unwitting participant in 50% of the incidents I have related. Named as I guess every daughter’s first pup of that era.



By breed a German Shepherd cross Airdale, she was as convinced as I on the value of that engineering anomaly the sidecar as a conveyance of choice.

Possessing in large amounts that peculiar though worthy trust that all good dogs have in their adoptive family, she was never fazed in any of the crisis I have mentioned, and a number of others beside. Whether her star turn was leaving the confines of the trailer first time out to leap into the (fully occupied) sidecar at the first stop in heavy traffic, or crash tacking me from behind to “kill” her satisfaction on an already shot rabbit (our supper); or the day when I prepared to run the bike with only chassis attached up to the garage for petrol – so she sat on the ground between the chassis rails, is a point for conjecture. Solo bikes she had no use

for, save “Old Bill”, a neighbour for a penchant for arriving at mealtimes.



He always wore gauntlets and so was enthusiastically greeted for an immediate rough house brawl on the front lawn that did not do much for his gloves but never broke the skin.

She followed the 344 Indian outfit from almost its first days through to its metamorphosis into the Vindian, and only as age took its toll on both of us did, we finally change to a car, but she soon had to be euthanized because of an aggressive cancer. RIP Lassie, family member.

I am sure most other members have had adventure to equal or top these – cheer the Editor up and let’s be having them, if they can be a bit light-hearted so much the better. Believe – you can do it!

Thanks Ron an excellent series (Ed)

1970 Henderson Matchless Mk2

Jack Jowett's Triumph T100

Note: Jack was the father of SCMCC Life Member John Jowett

King of the Clubmen



In the 1950s, Clubmen's classes were the backbone of local road racing – a reflection of the Clubmen's TT introduced at the Isle of Man in 1949. The rules prohibited pukka racing bikes like the Manx Norton, AJS 7R and Matchless G45 and called for catalogued road models, with virtually any modifications allowed. This gave great scope to the home

tuner, and the result was some particularly innovative machinery, produced in home workshops with minimal resources. Favoured bikes were the B31 and B33 BSA, Ariel Red Hunter, Norton International, Matchless G80 (especially with the hard-to-get Shelsley parts) and the Triumph Tiger 100 twin.

The Tiger 100 was a formidable piece of equipment straight out of the box, but it became well-nigh unbeatable with the addition of the factory-produced Racing Kit, which cost as much as the motorcycle itself. The kit comprised high-compression pistons, stronger valve springs, racing camshafts, twin carburettors with remote fuel bowls, megaphone exhausts, rear set footrests, rear brake and gear lever, and a close-ratio gear set. The kit turned the T100 into a virtual racer, but the cost was prohibitive to all but a few.

One man who obtained a race kit for his Tiger 100 was Jack Jowett, from Muswellbrook NSW, but he faced stiff opposition from another Novocastrian, Gordon Purcell. While Jowett's machine was a standard T100, Purcell built his from parts, using a chassis and engine from the Triumph TR5 which had been developed for the International Six Days Trial. Purcell also made his own double-sided front brake by cutting and welding two T100 brake drums back-to-back.

The Easter race meeting at Bathurst was the biggest event on the calendar, and the Clubmen's races were the biggest on the packed program. In 1952, Purcell took the honours, but by 1953 the entry list for the Clubmen's races had grown to such an extent that the races were split into A and B divisions. True to form, Purcell won the A Division from Eric Hinton's Norton International, while Jowett beat similarly-mounted Frank Wilde to win the B Division. Twelve months later, the Bathurst organisers created a Super Clubmen's class for the top riders from both divisions, but on this occasion, Jowett was narrowly beaten by Ross Pentecost's Shelsley Matchless.

By 1955 Purcell had moved on into the GP ranks on a Manx Norton, leaving Jowett back in charge of the Senior Clubmen's Division A at Bathurst, winning from John Shanks' rapid Ariel, but in 1956 young Victorian Trevor Pound arrived with Jim Guilfoyle's very special BSA Gold Star and the hard-riding Jowett had to settle for second place.

The youngsters were beginning to get amongst the Old Guard, and in 1957 a fresh-faced 17-year-old, Kelvin Carruthers, entered the Bathurst Senior Clubmen's on a B33 BSA which had been prepared by his father, former speedway star Jack. The field also included Pound and another Victorian star, Bob West, but from the start it was all about Carruthers and Jowett, who was more than twice the age of young Kel. For the first half of the six lap, 40-kilometre race, Carruthers held sway, but Jowett refused to give in and swept by with two laps to run and held the advantage to the flag to rapturous applause from the big crowd.

That was Jowett's swansong as far as Bathurst was concerned, and with the closure of the Mount Druitt circuit, road racing in NSW went into a steady decline. Jack held onto his highly successful machine however, converting it to its original road-going specifications, at least externally.

The famous Triumph is now owned by Jack's son John, who has generously loaned it to Motorcycling Australia.



Club Nostalgia



Figure 6 May 2010 Singleton Club Rally - President Richard Helm address



Figure 2010 executive: Secretary Dan, Treasurer Steve Philpot and President Scott Agnew

Singleton Classic Motorcycle Club
Honour Roll
Deceased Members

Russell Clout

Ivan Knight

Bruce Knight

Colin Cox

John Smith

Stan Taggart

Julia Crebert

Brian Crebert

Ron Shoemark

Ray (Chappie) Chapman

William (Billy) Shephard

Club sponsors - 2025

MATTHEW MORGAN

OPERATIONS MANAGER

0423 407 780

02 6572 2032

matthew@morganengineering.com.au

161A Maison Dieu Road,
Singleton NSW 2330



CHELSEA MORGAN - WHITAKER

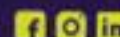
ADMINISTRATION

0408 655 357

02 6572 2032

chelsea.mw@morganengineering.com.au

161A Maison Dieu Road,
Singleton NSW 2330



Singleton



AUTO ONE SINGLETON

CNR BOURKE & CAMPBELL STREETS, SINGLETON 2330

Ph (02) 6571 1337 E sales@autoonesingleton.com.au

f /Autoonesingleton www.autoone.com.au

autopro

Singleton

47-49 John St

Singleton NSW 2330

www.autopro.com.au

Phone (02) 6527 3831

Email sales@singleton.autopro.com.au



Daniel Bower

Managing Director

29 Enterprise Crescent

Singleton NSW 2330

M 0438 721 877

P 02 6571 2022

F 02 6571 2011

E daniel@bhhgroup.com.au

W www.bowersheavyhaulage.com.au

BUNNINGS warehouse

SINGLETON

CHAPMAN AND SLATTERY

FARM MACHINERY SALES AND SERVICE

248 John Street, Singleton, N.S.W. 2330

Phone: (02) 6572 1112 or 6572 1190

Email: sales@chapmanandslattery.com.au

www.chapmanandslattery.com.au

Manager:
Cameron Slattery
Mobile: 0427 721 112

Service Manager:
Charlie Gibson
Mobile: 0476 184 140

Parts Manager:
Chris Badior
Phone: 02 6572 1190

Clifton AUTOMOTIVE REPAIRS

Duncan and Aaron Clifton
Shed 2 Mary Street, Singleton

Phone: 6572 4355

info@cliftonautomotive.com.au

ABN: 11 639 970 895

IAME Member

MTA Member

Kevin & Judy Penton

Memorial

Club sponsors - 2025



Glenguin Estate and Vineyard

997 Milbrodale Road
Broke NSW 2330
Australia Phone: 02 6579 1009



G.A. Hayward & Son Engineering

Trading as G.A. Hayward Pty. Ltd.

Gerard Hayward

Managing Director

11 Mosley Road, Mt Thorley, NSW, 2330
PO Box 116, Singleton, NSW, 2330
Office: (02) 6572 1469
Email: admin@gahayward.com.au

Mobile: 0402 384 569

K & E S ADAMTHWAITE CRASH REPAIRS Pty Ltd

14 Enterprise crst
SINGLETON Ind Area NSW 2330

KEN & JOE ADAMTHWAITE

Ph: (02) 65 723932 Mob: 0412 911 410

24 hr Towing: Mob: 0412 253 932

Email: adamthwaite.crash@westnet.com.au



Singleton
Repco Australia

2 Bourke Street
Singleton NSW 2330
Tel: 02 6572 2144
Email: singleton91@repco.com.au



SHARE THE PASSION

Call 13 46 46

Thanks Gail for your long time support, all
the best for your future ventures in life!

620
sin...op@gmail.com
Street, Singleton

SINGLETON Trailer, Caravan & Camping



Ph: (02) 6571 1222

info@stcac.com.au

OPEN:

Monday-Friday 8-5pm

Saturday 8-12:30pm

www.stcac.com.au

Smith SMASH REPAIRS

Where quality comes first.... Guaranteed

PH: 02 6572 2357 • FAX: 02 6571 2880

1 Magpie Street, Industrial Area, SINGLETON NSW 2330

Proprietors: Tony and Louise Smith

• Panel Beating • Spray Painting
• 24hr Towing



40 GEORGE STREET,
SINGLETON NSW
2330

02 6572 1356

CALIHOTEL@OUTLOOK.COM



47 Magpie Street,
McDougalls Hill, NSW 2330
Ph: (02) 6571 1589

valley.singleton@valleyoutdoorsgroup.com.au

Your Local Valley Outdoors Group Store

Shane Givney