

SPIT AND POLISH

Journal of the Veteran Car Club of
Australia (NSW) Inc.

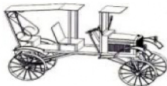
August 2026



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Articles are to be received by the FIRST WEDNESDAY of the month

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ON THE COVER:
Bradbury 1912 3½HP 554CC 1 CYL SV 2603



Club Information

Club Management and Contact Information

OFFICE BEARERS

President	Graeme Newman	0412 138 063	president@vccansw.org
Vice President	Ian Shinfield	0411 214 495	vicepresident@vccansw.org
Secretary	Louise Yeomans	0488 082 611	secretary@vccansw.org
Treasurer	Geoff Yeomans	02 9884 9314	treasurer@vccansw.org

COMMITTEE MEMBERS

Hall Lettings	Robert Fordham	02 9899 4395	hall@vccansw.org
Registrations Officer	Neil Martin	0417 236 495	registrations@vccansw.org
Editor	Rod Wise	0423 933 735	editor@vccansw.org
Committee Member	Peter Martin	02 4657 2994	
Committee Member	VACANT		
Events Co-Ordinator	Graeme Newman	0412 138 063	events@vccansw.org
Web Co-Ordinator	Abbey Newman	0451 710 972	web@vccansw.org
Library Committee	Jenny Fawbert	John Grant	
	David Norton	Louise Yeomans	
CMC Delegate	VACANT		
Investigation & Dating:	John Burke (Chairman)	0412 821 945	investigation@vccansw.org
	John Brumby	0414 844 254	
	Neil Martin	0417 236 495	
	Ian Streatfeild	0488 238 177	

NEWCASTLE BRANCH

Chairman	John Burke	0412 821 945	hupmobile@bigpond.com
Secretary	Catherine Strutt		c.strutt@bigpond.com
Treasurer	Chris Duncan		
Legal Advisor	Andrew Aitken	02 8987 0000	

SPIT & POLISH is the journal of the Veteran Car Club of Australia (NSW) Inc.
Other Veteran Clubs have permission to copy.
Articles and letters appearing in Spit & Polish reflect the opinion of the Author, which must be listed when submitting to the Editor otherwise it will not be included. They are not necessarily the opinion of the Editor or the committee nor are they any indication of club policy.

Minutes

Minutes of Monthly Club Meeting held on 23th July 2026
Conducted at the hall and via zoom

ATTENDANCE

All the meeting was conducted at the hall and by zoom.
Committee: 6 Members at hall: 12 and on zoom: 11 Total club members: 33
Family members: Melinda Kovacs and David Cox
Visitor: Tim Brodie (Model T Ford Club of Australia (NSW)Inc)
Apologies: Malcolm Garthon, William Garthon, Lynette Martin, Lauren Newman, Graham Weeks

MEETING OPENED AT 8.02 PM

APOLOGIES: Euan Coutts, Lynette Martin, Peter Martin, Graham Weekes, Inez and Norma Mitchell

PRESIDENT’S OPENING REMARKS

The President, Graeme Newman, welcomed members to the meeting at the hall and those on zoom. He thanked everyone for their attendance and explained he was chairing the meeting via zoom.
The meeting held one minute’s silence to remember Ian Brenner who sadly died from cancer. Although a recent member, Ian participated in the national rally at Griffith. Our condolences to his wife Karen and family.

MINUTES PREVIOUS MEETING

Matters arising from minutes:
Corrections: Nil
Proposer: Dorothy Shinfield Seconded: Garry Canton

INWARDS CORRESPONDENCE

Alan Miller – request for ticket for Eastern Creek
Application form for Harry Lee (Keith Holmes’s grandson) – to be signed by Harry
Euan Coutts – apologies for missing Scone Tour as Wilga is having a knee operation.
Mark Tucker- approval for change of venue at Cowra
John Day VCCA(Q) giving permission to use archives.
Newcastle Branch – club minutes and AGM minutes
Application from Brian Kelleher
Mal Lorimer – change of address
Roger Doherty – resignation
Ivan Mhalic – State Library of NSW – requesting copy of S&P April 2026

EVENTS

PAST EVENTS

29 June 2026 The Northern Sydney Breakfast was well attended. Only one veteran, the Bendeich’s Chalmers.

COMING EVENTS

25 **July Swap** meet at the hall -please remind your family and friends.
3-5 August **Newcastle Branch Rally** – Scone Tour – entry in FFAF. Contact- John Burke.
16 August **Shannons Sydney Classic** – Contact. - Garry Canton
27 August` Club meeting and AGM – there is still time to nominate for the committee.
6-12 Sept **National Rally Cowra** – 82 entries and 152 people -confirmation of the arrangements is underway.
14-19 Sept **Hupmobile Tour** Orange contact Euan Coutts for details; the entry form was published in June S&P. So far 24 entrants.
23-26 Sept **Pre 05 Pioneers Run** Wentworth - contact Chris and Russell Holden
17 October – Newcastle Branch outing to Luskintyre to see the tiger moths.
8 Nov Sydney Tramway Museum at Loftus is having an **Edwardian Picnic Day** - contact. Malcolm Garthon. Free entry and rides, trailer parking
15 Nov Newcastle Inspection Day at NDV&CCC rooms 8am
26 Nov Sydney Christmas Party
13 Dec Newcastle Branch Christmas Party Rathmines Bowling Club
2027 Metal working course with VSCCA - contact Jeremy Morris
2027 Premier Rally – organiser is needed.
14-18 May CHMC Rally at Maitland. Entry on CHMC website.

MAGAZINE

The editor would like more reports. It was clarified that the AFR would be published in August S&P. Reports from the AGM are published in the September issue.

LIBRARY

The library team met yesterday and sorted and priced items ready for the Swap Meet. One of the posters has been damaged by the leaking dehumidifier and was mouldy. It has gone to International Conservation Services to be treated and a quote on any restoration needed. The dehumidifier needs to be monitored.
The team is looking for any memorabilia from the 2003 International Rally at Cowra to display at the coming National Rally. We have a number plate and metal badge, and would like a sign and any copies of photos or any other memorabilia relating to the 2003 Rally. Please contact Louise if you can help.

DATING

John Burke has nearly finished dating Ian Shinfield’s Talbot. The dating certificate will be presented at the AGM.

REGISTRATIONS

Nothing to report

MEMBERSHIP

Application from Briam Kelleher is to be published in S& P.
Also, an application is coming from Harry Lee, Keith Holme’s grandson, who will be the custodian of the Albion.

OUTWARDS CORRESPONDENCE

Email to Alan Miller to contact Garry Canton
Harry Lee- requested to sign the form.
Get well cards - Graham Weeks, John Burke.
Thank you to Mike and Denise Bendeich
Karen Brenner- condolence card
Governor of NSW- request for introduction to national rally booklet
Mark Tucker – change of venue from Bryant Park to River Park Cowra
Sydney Voice– advising of the Swap Meet
VSCCA - The Vintage Car article - young member skills training – report
Aly McAuliffe – National Trust about expected shortfall of entrants to National Rally.
Proposer; Ian Shinfield Seconded: David McCredie

Treasure's Report

The Treasurer’s report was tabled.
Balances are from 25 June 2026 to 23 July 2026.
\$

Ordinary account:
Rally account
Building Maintenance Acc.
Term deposit 1
Term deposit 2
Term deposit 3
Income for the main account has been received from rents and membership renewals raffle (\$50) and some early sales at the Swap Meet.
Expenditure has been for Quickbooks (\$59.99), Optus (\$181.40), Pratt and Partners (\$495), postage of Spit and Polish (\$227.27), printing Spit and Polish (\$686.57 and \$686.21), secretarial expenses including packets and postage on badges (\$208.92), Canada Bay Council rates (\$6,395.01) and Extinguisher Services (\$239.80). The National Trust has sent \$2,000 for the rally at Scone and this has been transferred to Newcastle Branch Rally Account.
For the Rally account income has come from entries and expenditure has been for hire of 3 hall and bond (\$700), banners (\$352), rally bags and other expenses to the Newmans (\$2,200) and high tea and final dinner expenses to the Yeomans (\$302).
Financial information for 2025-2026 has been emailed to Pratt Partners to complete the annual financial report by the beginning of August.
Two of the term deposits are due to be renewed.
A fire inspection was conducted on 30 June. It involved an inspection of the fire extinguishers and fire blankets which was satisfactory. A defect notice was issued by Extinguisher Services. It quoted \$573.87 to correct the defect. It recommends a hold open device be installed on the front glass doors. Six months ago, the hall passed the inspection. Ian Shinfield is going to contact Extinguisher Services for more information.
The fire safety statement needs to be done twice a year and is then submitted to Canada Bay Council and the Fire Brigade.
Thank you to those members who have paid their membership fees and a reminder to those who haven’t paid that the deadline for membership renewals is 30 September, 2026.

Proposer Les Johnson Seconded: Ian Shinfield

HALL
Nothing to report

CHMC
Jenny Fawbert reported that following discussions with Transport for NSW any runs in vehicles on historic registration be recorded in its log book.
It is recommended that clubs review and revise their procedures for vehicle compliance and ensure that scrutineers are up-to-date to comply.

CMC
Nothing to report - looking for a delegate

WEBSITE
There was a query about a Napier that once belonged to Brian Aaslen It was sold to the kay Brothers in Penrith. It is not known any more in the club.

GENERAL BUSINESS

1.Update on Premier Rally 2027
It is likely to be held in Gunnedah.

2. Update on National Rally Cowra
.It is planned to send the meal form out tomorrow for Saturday. It will have a short turn around so please complete it by the deadline to assist in planning.
Some help will be needed particularly at morning tea so it would be appreciated if some of our members could volunteer to do this. See Graeme.
The National Trust have been advised that rally numbers are less than expected in case, the funding needs to be reviewed
Jenny Fawbert noted how cooperative the tourist bureaus have been in publishing the rally and momentum is building!
Some of the routes might seem to be repetitious but it is sending the vehicles past schools and old age facilities.

3. Swap Meet – please come and support the club

4. Veteran of the Year
Send nominations by 31 July to the secretary with photographs of the vehicle

THE MEETING CLOSED AT 8:32 PM.

Lucky door prize was won by Phil Vergona

Graeme Newman Louise Yeomans
President Secretary



President’s Report

By Graeme Newman

I am writing this month’s report having returned home earlier this afternoon from Scone where a handful of us enjoyed a few days of very pleasant veteran motoring. We had only eight cars and 15 people, but we had a great time travelling over some really nice rural roads from Nulkaba to Scone on Monday. Back to Aberdeen for lunch yesterday before touring to Glenbawn Dam during the afternoon. The run home today via Aberdeen, Muswellbrook and Jerrys Plains was just as enjoyable as we were blessed with some great weather. A big thankyou to John and Kelly Burke for organising the event.

As I’m sure you will all know, Terri O’Loan passed away at the end of July after a very tough and courageous battle with cancer. On behalf of all members, I offer our condolences and best wishes to Phil, his daughters and grandchildren, at this immensely sad and difficult time.

The Annual General Meeting will soon be upon us, which also means it is time to pay your membership subs. Please do so in a timely manner and ideally by bank transfer. If you do both you will save our hard-working treasurer from additional work, which I am sure he would appreciate given he is also very busy with helping with the final planning of the National Rally in Cowra.

If you can, please come along to the A.G.M. to support your club. The meetings shouldn’t take too long, leaving plenty of time to catch up with other members for a chat and I’m sure there will also be a very tasty supper provided after the meeting.

This month we have some members attending the display day at Eastern Creek. I hope they have an enjoyable day and thank them for making the effort to showcase our cars at what is a very big day on the historic motoring calendar.

All the best,

Graeme Newman



Editor's Report

By Rod Wise

Lots of interesting articles this month, thanks everybody, including the 2025-2026 Financial Report. I hope everybody enjoys reading. I was disappointed to miss the Hunter Valley Rally, but am looking forward to meeting everybody at the Nationals in Cowra.

The Veteran Car Club of Australia
(NSW) Inc

Financial statements
For the year ended 30 June 2026

The Veteran Car Club of Australia (NSW) Inc

ABN: 13 325 955 272

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For the year ended 30 June 2026

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The Veteran Car Club of Australia (NSW) Inc

ABN: 13 325 955 272

Committee's report For the year ended 30 June 2026

Your committee members submit the financial report of The Veteran Car Club of Australia (NSW) Inc for the financial year ended 30 June 2026.

Committee members

The names of the committee members throughout the year and at the date of this report are:

Mr Graeme Newman (President)
Mr Geoff Yeomans (Treasurer)

Operating result

The profit of the association for the financial year after providing for income tax amounted to \$(414).

Significant changes in state of affairs

There have been no significant changes in the state of affairs of the association during the year.

Events after the reporting date

No matters or circumstances have arisen since the end of the financial year which significantly affected or may significantly affect the operations of the association, the results of those operations or the state of affairs of the association in future financial years.

Environmental issues

The association's operations are not regulated by any significant environmental regulations under a law of the commonwealth or of a state or territory of Australia.

Indemnification and insurance of officers and auditors

No indemnities have been given or insurance premiums paid, during or since the end of the financial year, for any person who is or has been an officer or auditor of The Veteran Car Club of Australia (NSW) Inc.

Signed in accordance with a resolution of the members of the committee:

Graeme Newman
Mr Graeme Newman (President)
Geoff Yeomans
Mr Geoff Yeomans (Treasurer)

Dated 27/07/2026
Dated 29/07/2026

The Veteran Car Club of Australia (NSW) Inc

ABN: 13 325 955 272
Balance sheet
For the year ended 30 June 2026

	Note	2026 \$	2025 \$
Current assets			
Cash and cash equivalents	5	168,410	153,486
Trade and other receivables	6	3,040	8,822
Total current assets		171,450	162,308
Non-current assets			
Property, plant and equipment	7	173,499	174,445
Total non-current assets		173,499	174,445
Total assets		344,949	336,753
Current liabilities			
Current tax liabilities	8	-	2,984
Total current liabilities		-	2,984
Non-current liabilities			
Borrowings	9	19,065	7,470
Total non-current liabilities		19,065	7,470
Total liabilities		19,065	10,454
Net assets		325,884	326,299
Members' funds			
Retained earnings		325,884	326,299
Total members' funds		325,884	326,299

The accompanying notes form part of these financial statements.
These statements should be read in conjunction with the attached compilation report of Pratt Partners Pty Limited.
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The Veteran Car Club of Australia (NSW) Inc

ABN: 13 325 955 272
Income statement
For the year ended 30 June 2026

	2026 \$	2025 \$
Revenue		
Donations Received	250	505
Functions & Events	(2,402)	(3,895)
Members Subs Current Year	10,900	11,500
Newcastle Branch	(864)	(217)
	7,884	7,893
Expenses		
Donations	-	419
Secretarial Expenses	6,452	6,603
Spit & Polish	12,074	11,323
	18,526	18,345
Other income		
Interest Received	1,421	4,225
Net profit (loss) on rental operations	10,617	17,536
Raffles	330	419
	12,368	22,180
Profit before income tax	1,726	11,729
Income Tax Expense	(2,115)	(4,889)
Profit (loss) after income tax	(389)	6,840
Retained earnings at the beginning of the financial year	326,299	319,459
Prior year adjustment	(25)	-
Retained earnings at the end of the financial year	325,884	326,299

The accompanying notes form part of these financial statements.
These statements should be read in conjunction with the attached compilation report of Pratt Partners Pty Limited.
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The Veteran Car Club of Australia (NSW) Inc

ABN: 13 325 955 272

Notes to the financial statements

For the year ended 30 June 2026

Rental Income
Investment property revenue is recognised on a straight-line basis over a period of the lease term so as to reflect a constant periodic rate of return on the net investment.

Specific revenue streams

The revenue recognition policies for the principal revenue streams of the association are:

Provision of training services

Revenue from the provision of training services is recognised over the period in which the services are rendered. Contracts for training services are either fixed price contracts or contracts charged at hourly rates.

For fixed price contracts, the contracts include an enforceable right for the association to receive payment for work performed to date based on the percentage of time spent including recovery of cost to prepare the training material given the tailored nature of the courses and therefore the criteria for recognition of revenue over time is met.

The association recognises revenue based on actual services provided to the end of the reporting period as a proportion of the total services to be provided under the contract. The association's performance is measured based on actual time incurred in providing courses when compared to the total committed time in accordance with the terms of the contract as this is deemed to provide the most faithful depiction of the provision of the services. If required, estimates of progress towards completion are revised if circumstances change and any changes are reflected in the profit or loss in the period in which the change occurs. The nature of the association's contracts are such that they include only one deliverable and the association has therefore determined that there is only one performance obligation to be satisfied

The terms of the association's fixed-price contracts either require that the customer pay the fixed amount in instalments over the contract duration or in some cases the association requires payment in full upfront.

Where payment is required upfront, a contract liability is recognised on receipt of the payment and recognised as revenue as the services are provided.

Where payment is required in instalments, at the end of the reporting period, if the services rendered by the association exceed the payments received, the association recognises a contract asset. If the payments received exceed the services rendered, the association recognises a contract liability.

For hourly rate contracts, the association recognises revenue only to the extent that they have a right to invoice. Hourly rate contracts are invoiced quarterly, and consideration is payable when invoiced. Revenue is recognised as each hour is worked.

These notes should be read in conjunction with the attached compilation report of Pratt Partners Pty Limited.

The Veteran Car Club of Australia (NSW) Inc

ABN: 13 325 955 272

Notes to the financial statements

For the year ended 30 June 2026

At the end of each annual reporting period, the depreciation method, useful life and residual value of each asset is reviewed. Any revisions are accounted for prospectively as a change in estimate.

Impairment of non-financial assets

At the end of each reporting period, the association determines whether there is evidence of an impairment indicator for non-financial assets.

Where this indicator exists and regardless for goodwill, indefinite life intangible assets and intangible assets not yet available for use, the recoverable amount of the assets is estimated.

Where assets do not operate independently of other assets, the recoverable amount of the relevant cash-generating unit (CGU) is estimated.

The recoverable amount of an asset or CGU is the higher of the fair value less costs of disposal and the value in use. Value in use is the present value of the future cash flows expected to be derived from an asset or cash-generating unit.

Where the recoverable amount is less than the carrying amount, an impairment loss is recognised in profit or loss.

Reversal indicators are considered in subsequent periods for all assets which have suffered an impairment loss, except for goodwill.

Provisions

Provisions are recognised when the association has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

The Veteran Car Club of Australia (NSW) Inc

ABN: 13 325 955 272

Notes to the financial statements

For the year ended 30 June 2026

The financial statements cover The Veteran Car Club of Australia (NSW) Inc as an individual entity. The Veteran Car Club of Australia (NSW) Inc is a not-for-profit association incorporated in New South Wales under the Associations Incorporation Act 2009 (the Act).

The functional and presentation currency of The Veteran Car Club of Australia (NSW) Inc is Australian dollars.

Comparatives are consistent with prior years, unless otherwise stated.

1 Basis of preparation

In the opinion of the committee of management, The Veteran Car Club of Australia (NSW) Inc is not a reporting entity since there are unlikely to exist users of the financial statements who are not able to command the preparation of reports tailored so as to satisfy specifically all of their information needs. These special purpose financial statements have been prepared to meet the reporting requirements of the Act.

The financial statements have been prepared in accordance with the recognition and measurement requirements of the Australian Accounting Standards and Accounting Interpretations, and the disclosure requirements of AASB 101 Presentation of Financial Statements, AASB 107 Statement of Cash Flows, AASB 108 Accounting Policies, Changes in Accounting Estimates and Errors and AASB 1054 Australian Additional Disclosures.

The financial statements and material accounting policies all comply with the recognition and measurement requirements in the Australian Accounting Standards.

2 Material accounting policy information

Income tax

The association is exempt from income tax under Division 50 of the *Income Tax Assessment Act 1997*.

Revenue and other income

Revenue from contracts with customers

Revenue is recognised on a basis that reflects the transfer of control of promised goods or services to customers at an amount that reflects the consideration the association expects to receive in exchange for those goods or services.

Generally, the timing of the payment for sale of goods and rendering of services corresponds closely to the timing of satisfaction of the performance obligations, however where there is a difference, it will result in the recognition of a receivable, contract asset or contract liability.

None of the revenue streams of the association have any significant financing terms as there is less than 12 months between receipt of funds and satisfaction of performance obligations.

These notes should be read in conjunction with the attached compilation report of Pratt Partners Pty Limited.

The Veteran Car Club of Australia (NSW) Inc

ABN: 13 325 955 272

Notes to the financial statements

For the year ended 30 June 2026

Statement of financial position balances relating to revenue recognition

Contract assets and liabilities

Where the amounts billed to customers are based on the achievement of various milestones established in the contract, the amounts recognised as revenue in a given period do not necessarily coincide with the amounts billed to or certified by the customer.

When an amount of consideration is received from a customer prior to the entity transferring a good or service to the customer, the association presents the contract as a contract liability.

Contract cost assets

The association recognises assets relating to the costs of obtaining a contract and the costs incurred to fulfil a contract or setup / mobilisation costs that are directly related to the contract provided they will be recovered through performance of the contract.

Costs to fulfil a contract

Where costs are incurred to fulfil a contract, they are accounted for under the relevant accounting standard (if appropriate), otherwise if the costs relate directly to a contract, the costs generate or enhance resources of the association that will be used to satisfy performance obligations in the future and the costs are expected to be recovered then they are capitalised as contract costs assets and released to the profit or loss on a systematic basis consistent with the transfer to the customer of the goods or services to which the asset relates.

Goods and services tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of GST.

Cash and cash equivalents

Cash and cash equivalents comprises cash on hand, demand deposits and short-term investments which are readily convertible to known amounts of cash and subject to an insignificant risk of change in value.

Property, plant and equipment

Each class of property, plant and equipment is carried at cost less, where applicable, any accumulated depreciation and impairment.

Plant and equipment is depreciated on a straight-line basis over the asset's useful life to the association, commencing when the asset is ready for use.

These notes should be read in conjunction with the attached compilation report of Pratt Partners Pty Limited.

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The Veteran Car Club of Australia (NSW) Inc				
ABN: 13 325 955 272				
Notes to the financial statements				
For the year ended 30 June 2026				
	Note	2026 \$	2025 \$	
3 Functions & Events				
100 Year Dating Badge		110	-	
CHMVC		(164)	(165)	
Christmas Party		(300)	(215)	
CMC		(245)	(125)	
Premier Rally Inverell 2024		(95)	(276)	
Premier Rally Shoalhaven 2025		-	(649)	
National Rally Cowra 2026		-	(466)	
Rally Donations		(600)	(2,000)	
Stripe Fee		(401)	-	
Other		(708)	-	
		(2,402)	(3,895)	
4 Spit & Polish				
Printing (including covers) & collating		8,954	8,599	
Mailing & Sundries		3,195	3,324	
Less: Advertising		(75)	(600)	
		12,074	11,323	
5 Cash and cash equivalents				
Cheque Accounts				
Cheque Account		50,221	45,616	
Cheque Account Rally		16,926	6,951	
General Account (Newcastle)		1,152	2,055	
Car Rally Account (Newcastle)		42	2	
		68,340	54,625	
Term Deposits				
CBA Term Deposit 2960		22,709	21,762	
CBA Term Deposit 1708		34,467	34,333	
CBA Term Deposit 3652		34,895	34,766	
Newcastle Building Society		8,000	8,000	
		100,070	98,861	
		168,410	153,486	

The Veteran Car Club of Australia (NSW) Inc				
ABN: 13 325 955 272				
Notes to the financial statements				
For the year ended 30 June 2026				
	Note	2026 \$	2025 \$	
6 Trade and other receivables				
Current				
Provision for Income Tax		1,698	-	
Trade Receivables		1,270	8,750	
ATO - ICA		72	72	
		3,040	8,822	
7 Property, plant and equipment				
Premises at Cost, 134 Queens Road, Five Dock				
Freehold Land - at Cost		42,057	42,057	
Buildings - at Cost		102,839	102,839	
		144,896	144,896	
Library at Cost				
Library		27,657	27,657	
Plant and equipment				
Plant & Equipment - at Cost		3,488	3,488	
Less: Accumulated Depreciation		(2,542)	(1,596)	
		946	1,892	
Furniture and fittings				
Furniture & Fittings - at Cost		77,421	77,421	
Less: Accumulated Depreciation		(77,421)	(77,421)	
		-	-	
		173,499	174,445	

The Veteran Car Club of Australia (NSW) Inc				
ABN: 13 325 955 272				
Notes to the financial statements				
For the year ended 30 June 2026				
	Note	2026 \$	2025 \$	
8 Borrowings				
Non-current				
Members Subs		7,890	7,470	
Sundry Creditors		11,175	-	
		19,065	7,470	
9 Tax assets and liabilities				
Liabilities				
Current				
Provision for Income Tax		-	2,984	
		-	2,984	
10 Events occurring after the reporting date				
No matter or circumstances have arisen since the end of the financial year which significantly affected or may significantly affect the operations of the association, the results of those operations or the state of affairs of the association in future financial years.				
11 Retained earnings				
Retained earnings at the beginning of the financial year		326,299	319,459	
Profit before income tax		1,726	11,729	
Income tax		(2,115)	(4,889)	
Prior year adjustment		(25)	-	
		325,864	326,299	
12 Statutory information				
The registered office and principal place of business of the association is:				
The Veteran Car Club of Australia (NSW) Inc				

The Veteran Car Club of Australia (NSW) Inc				
ABN: 13 325 955 272				
Compilation report				
We have compiled the accompanying special purpose financial statements of The Veteran Car Club of Australia (NSW) Inc which comprise the balance sheet as at 30 June 2026, and the income statement for the year then ended, the material accounting policies and other explanatory notes. The specific purpose for which the special purpose statements have been prepared is set out in the notes to the accounts.				
The responsibility of the members of the committee				
The members of the committee of The Veteran Car Club of Australia (NSW) Inc are solely responsible for the information contained in the special purpose financial statements, the reliability, accuracy and completeness of the information and for the determination that the basis of accounting used is appropriate to meet their needs and for the purpose that the financial statements were prepared.				
Our responsibility				
On the basis of information provided by the members of the committee, we have compiled the accompanying special purpose financial statements in accordance with the basis of accounting as described in the notes to the financial statements and APES 315: Compilation of Financial Information.				
We have applied our expertise in accounting and financial reporting to compile these financial statements in accordance with the basis of accounting described in the notes to the financial statements. We have compiled with the relevant ethical requirements of APES 110 Code of Ethics for Professional Accountants.				
Assurance disclaimer				
Since a compilation engagement is not an assurance engagement, we are not required to verify the reliability, accuracy or completeness of the information provided to us by management to compile these financial statements. Accordingly, we do not express an audit opinion or a review conclusion on these financial statements.				
The special purpose financial statements were compiled exclusively for the benefit of the members of the committee who are responsible for the reliability, accuracy and completeness of the information used to compile them. Accordingly, these special purpose financial statements may not be suitable for other purposes. We do not accept responsibility for the contents of the special purpose financial statements.				
Name of Firm:	Pratt Partners Pty Limited			
Address:	Level 21, 68 Pitt Street, SYDNEY NSW 2000			
Name of Partner:	<i>Anthony Pratt</i> Anthony Pratt			
Dated this	29/07/2026			

The Veteran Car Club of Australia (NSW) Inc			
ABN: 13 325 955 272			
Rental statement			
For the year ended 30 June 2026			
	2026	2025	
	\$	\$	
Rent - Large Hall	15,760	15,560	
Rent - Small Hall	24,319	23,701	
Rent - Other	11,029	12,665	
	51,109	51,926	
Less: expenses			
Electricity	4,617	4,252	
Hall Cleaning	10,500	8,822	
Insurance	8,300	8,174	
Rates & Taxes	5,687	5,481	
Repairs and maintenance	6,986	2,790	
Small Hall Rent Agents Fees	1,346	1,424	
Video Conferencing	1,142	1,094	
Water Rates	967	758	
Depreciation	946	1,596	
	40,492	34,391	
Net profit from rental	10,617	17,536	

The accompanying notes form part of these financial statements.
These statements should be read in conjunction with the attached compilation report of Pratt Partners Pty Limited.

The Veteran Car Club of Australia (NSW) Inc	
ABN: 13 325 955 272	
Statement by members of committee	
The committee has determined that the association is not a reporting entity and that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 2 to the financial statements.	
In the opinion of the committee the financial report:	
1. Presents fairly the financial position of The Veteran Car Club of Australia (NSW) Inc as at 30 June 2026 and its performance for the year ended on that date.	
2. At the date of this statement, there are reasonable grounds to believe that The Veteran Car Club of Australia (NSW) Inc will be able to pay its debts as and when they fall due.	
This statement is made in accordance with a resolution of the committee and is signed for and on behalf of the committee by:	
Graeme Newman	
Mr Graeme Newman (President)	
Geoff Yeomans	
Mr Geoff Yeomans (Treasurer)	
29/07/2026	
Dated	

Swap Meet Report

By Louise Yeomans
25 July 2026

Thank you to those who supported the Swap Meet – the stall holders, the buyers, the club volunteers who helped set up and dismantle the tables, Karyn and Graeme Newman for their catering and John Grant who coordinated the tables.



It was a brilliant winter day. Early birds arrived before 8am to set up their tables. In all there were 10 different groups. The library with posters, number plates, some manuals for vintage cars, a whistle and foot rack donated by Don Liddle and Ron Cox donated an acetylene lamp. Barry and Ian Shinfield with all sorts of goodies from Barry’s garage. John Grant was selling chrome fittings and assorted items. Norm and Inez Mitchell shared a table with Norman offering some brass lamps and Inez had dolls, china and jigsaw puzzles. The Vintage Sports Car Club shared three tables with lots of car items as did Alan Miller. Graeme Newman had a selection of car items, books and puzzles. Paul Corey, from the Rover Car Club, was selling different caskets. John Hewitt had a tow rope; a pressurized air container and Geoff Yeomans had some magnetos and a Skinner. Phil Virgona was giving away some tyres.

For sustenance, Karyn had warm scones, cheese and ham toasties and cupcakes. John Hewitt had baked a cake. All these goodies could be enjoyed with a cuppa or hot chocolate.

While there was a steady stream of people looking through the morning, sales were slow for some.

John Burke and John Brumby had come from the Hunter Valley and found so many treasures that there was doubt that it would all fit in the car for the return journey.

This is our third bi-annual Swap Meet and nineteen of our club members supported the initiative. The value, I see, was that friendships were renewed, new contacts made for spare parts and some sales were made. Events like this need your support!

Again, thank you to all those who made this day possible.

Participants:
Andrew Benoit, Ian Bourke, John Burke, John Brumby, Ron Cox, Laurie Garrod, John Grant, David McCredie, Alan Miller, Inez and Norm Mitchell, Jeremy Morris, Karyn and Graeme Newman, David Norton, Barry, Dorothy and Ian Shinfield, Geoff and Louise Yeomans

Events Calendar

Club Events

AUGUST

Sunday 16th **Shannons Sydney Classic**
Tuesday 18th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Wednesday 19th **Library Meeting**
Thursday 20th **Committee Meeting**
Thursday 27th **Club Meeting & AGM** - 134 Queens Road, Canada Bay. 8.00pm

SEPTEMBER

Sunday 6-12th **TAVCCA National Rally** - Cowra
Tuesday 15th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7.30 pm
Monday 14 - 19th **Hupmobile Rally** - Orange
Wednesday 16th **Library Meeting**
Thursday 17th **Committee Meeting**
Saturday 19-20th **Clarendon Classic**
Wednesday 23-26th **Pre- 05 Pioneer Run** - Wentworth NSW
Thursday 24th **Club Meeting** - 134 Queens Road, Canada Bay, 8.00pm

OCTOBER

Sunday 4th **Sydney north Breakfast Run**
Thursday 15th **Committee Meeting**
Tuesday 20th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo, 7.30pm
Wednesday 21st **Library Meeting**
Thursday 22nd **Club Meeting** - 134 Queens Road, Canada Bay, 8.00pm

NOVEMBER

Sunday 8th **Sydney Tramway Museum** is having an
Edwardian Picnic Day - Contact Malcolm Garthon
Tuesday 17th **Newcastle Branch Meeting**- 78 Main Road, Boolaroo, 7.30pm
Wednesday 18th **Library Meeting**
Thursday 19th **Committee Meeting**
Thursday 26th **Club Meeting** - 134 Queens Road, Canada Bay, 8.00pm
Wednesday 18th **Library Meeting**
Saturday 28th **Sydney Christmas Party**

VETERAN CAR CLUB OF AUSTRALIA (NSW) INC

72ND T ANNUAL GENERAL MEETING

27 August 2026

AGENDA

1. WELCOME
2. PREVIOUS MINUTES
AGM 2025 - PUBLISHED IN SPIT AND POLISH JULY 2026
3. COMMITTEE REPORTS FOR 2024/2025
4. GENERAL BUSINESS
 - A. PRESENTATION OF ANNUAL FINANCIAL STATEMENT AS REQUIRED UNDER SECTION 26(6) OF THE ASSOCIATIONS' INCORPORATION ACT 1984.
 - B. PRESENTATION OF AWARDS
 - C. PRESENTATION BADGES
5. OTHER GENERAL BUSINESS
6. ELECTION OF OFFICE BEARERS AND THE COMMITTEE MEMBERS FOR 2026/2027

Membership fees are due by 30 September 2026

Please pay directly into the club's bank account as the club s charged \$5 to deposit each cheque.

Account name: VCCA(NSW)Inc

BSB:062009

Account number: 28023425

Once you have checked your details, please return your Renewal Declaration Form to the Treasurer by email or post.

treasurer@vccansw.org or Geoff.yeomans1@gmail.com

Geoff Yeomans

Honorary Treasurer

2026 National 1 and 2 Cylinder Veteran Car Rally TEMORA

By Malcolm Garthon, 19-24th April

Based in Temora on the South Western slopes of NSW, but run by the ACT club, with rally headquarters and daily starts from the Airfield Tourist park adjacent to Temora Aviation Museum. The weather was picture perfect for the whole week, the majority of the roads were quiet and the organisation first class by the Rob Wooley and David Robinson team. Back up from the Temora car club was plentiful and they also used their expertise to keep quite a few cars on the road, including a new starting dog for Andrew Winter’s Minerverette and work on the Argyll stub axle. The Aviation Museum opened up for us hosting the welcome and display.



1905 CADILLAC

Despite the uncertainty around fuel cost and supply, the event still attracted around 53 Cars and Motorcycles. Renault being the standout marquee with 12 cars followed by Brush 5, and Reo, Cadillac, Buick and Maxwell with 3 each. Whilst the entrants dominated from NSW and ACT (23), 15 travelled from Victoria, 11 from Queensland and 3 from SA, and 1 from Kalgoorlie WA.



1901 ARGYLL

I accompanied John Wards in the 1909 (ex Geoffrey Simmons) Delage, and it was great, for me, to see the 1901 (ex Don Liddle) Argyll of Greg Smith from Victoria and the 1906 Jackson (ex George Eden) of Anthony Sinclair out for the first time. Andrew Benoit persevered with the Le Zebre and was completing full days run by weeks end. Always, great to see the 3 wheeler Kelsey motrette of the Alcocks, from Berry and John Friar in the very original (ex John Prentice) Renault. Speaking of originality, the 1910 Maytag Mason of Russell and Chris Holden and the 1905 Cadillac of Doug and Vivian Fullford deserve commendation.

The runs were excellent and on 2 of the days, cleverly, the morning and afternoon stops were at the same country halls enabling slower and first time vehicles to be trailered to these. From there they could complete a shorter distance to the lunch venue and back. At one



CARS ON DISPLAY AT AVIATION MUSEUM

of the Halls there was a paddock where it was great to see a young 3rd Generation Samuel Boardman doing laps in his Grandfather Maxwell’s 1904 Twin cylinder De Dion Bouton. I was also lucky? to accompany Sherryn Dunshea on her son James’s recently restored 1912 Renault from Victoria.

Towns visited included Barmedman, Aria Park, Springdale, Junee (via Dirnaserer Hall), Coolamon (via Bectric Hall), where we were catered for in true country style.

It’s always great to see the motorcycles flash past (even from the Delage!)and they were well represented by Scott, Indian, Rover, Triumph, Royal Enfield, Humber. Also a few high wheelers, one was a Sears.



RENAULT AX

B IS FOR BRADBURY

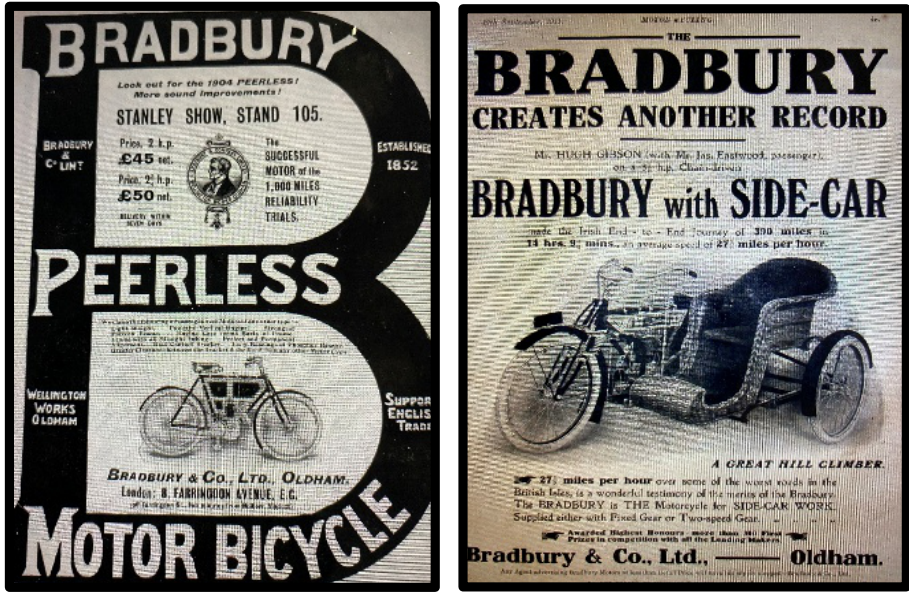
BY JOHN BURKE

The Bradbury company was founded by George Bradbury and the Brothers Thomas and Frederick Sugden. Bradbury produced fine examples of pioneer motorcycles between 1901 and 1924, although they commenced business as the world’s leading manufacturer of sewing machines around 1852. The Wellington works as it was known also manufactured quality basinetts, bicycles, fore cars and a range of engineers and machine tools at their Oldham factory. The first motorcycles were nothing more than bicycles with clip on Minerva engines fitted to the downtube, by 1902 a Clement-Gerrard lightweight engine was fitted with the crank case cast around two main frame tubes and drove by chain through a counter shaft to the rear wheel.

By 1904 the introduction of the 2.5HP single cylinder conventional engine with the crank case brazed into the frame became the standard for Bradbury. This machine, known as Peerless, was to prove very successful and launched the company into motorcycle production. Wellington works located in Wellington Street Oldham Lancashire, was the center of motorcycle production until its closure in 1924. The 1910 model was refined with considerable improvements to finish were introduced. The crank cases brazed into the frame under the Birch patent continued through 1911 and into future years.

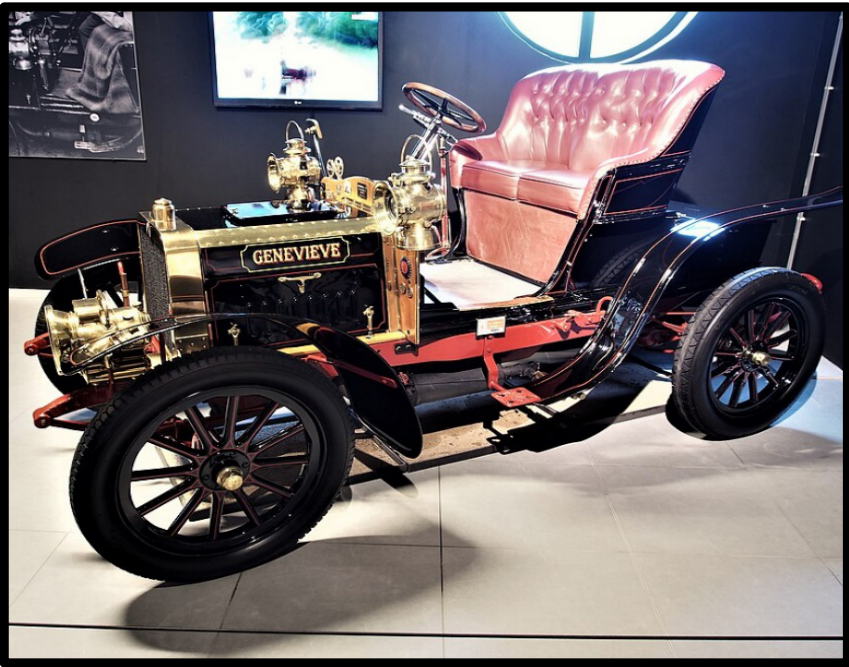
1912 saw the introduction of variable gearing using manual adjustable pulleys to allow for variable speed without the use of a clutch. Several models were coming online and by 1914 the range included a 4HP 554cc engine incorporated a cork inset clutch kick starter and multi speed options such as 2 speed hubs or three speed counter shaft gearboxes like the Sturmey Archer. A twin cylinder was also offered including a 3.5HP flat twin with horizontally opposed cylinders and a 6 HP 750cc 50-degree V twin. Both used three speed gearboxes and fitted with drum brakes.

Bradbury was innovative within their factory and manufacturing processes introducing vertical supply chain, 913 manufacturing most components in house, the works had its own foundry, pattern maker, enameling, electro plating, painting and forged steel parts including wheels with thick gauge spokes. Although Bradbury survived the war years with war contracts for the supply of dispatch and reconnaissance machines along with munitions manufacture. By 1924 the works was scaled back and no motorcycle production continued.



Genevieve

By Jenny Fawbert



This is my story about how the famous 1904 Darracq car very nearly came into the care of my father and I.

A family friend in the '60s was Sales Manager for Genevieve Pantyhose, and began negotiating with George Gilltrapp to buy the Darracq for a national sales campaign. Then the hosiery company realised they knew nothing about maintaining and operating such a vehicle, and as my father and I were the only people with historic cars that our friend, or apparently anyone else at Genevieve, knew about early cars,

he asked if we’d be prepared to look after “Genevieve”. Would we? Absolutely. An arrangement was then made that the Tweedie’s would store and maintain the Darracq at our home at West Pennant Hills when it wasn’t not on a sales tour.

I was probably the most excited, as the film Genevieve was, and is, my all-time favourite, and to actually have that car in our garage, to care for it and drive it, what could be better? I was then just a couple of years off getting my licence, so wouldn’t get to drive it off our property, but with 10 acres to tootle around on I’d be able to operate the Darracq.

My Dad could drive any vehicle, literally any, and had done so since the 1920s. And he’d grown up in the bus and tyre business, working on cars and trucks from the veteran and vintage eras onwards, and he knew so much about keeping old vehicles running well. Dad wasn’t worried about the Darracq, more that he’d have to add walls and doors to the car shed! Mum though was thinking ahead, what would the car’s future be after its sales campaign duties were over, and was planning how we’d then try to buy it.

I remember advising our friend the car should get NSW Club Permit registration when it turned up, and that would have been with the Veteran Car Club of Australia NSW.

I pestered out friend, probably weekly, about how the company’s negotiations to obtain the car were going, and for some time it sounded like an almost done deal, even its transport arrangements from Queensland were being worked out. But after what seemed a lengthy period, the sale just stopped proceeding when Genevieve Pantyhose took their sales campaign in another direction completely - the fickleness of the advertising world!

So we were that close to being Genevieve’s minders. If only that sale had gone through!

VCCA NEWCASTLE BRANCH CHAIRMANS REPORT 2026

By John Burke

Once again the year 2025/26 has been very rewarding for the branch. Catherine Strutt was elected to the secretary position as Graeme Newman moved to the state President role. Chris Duncan filled the Treasurer position, and both have kept the branch well informed and in a good financial position.

The VCCA NSW was well presented by branch members at all levels of activities, local, state and National events were well attended by a majority of active members.

The branch organized several events throughout the year the most notable being the Premier event held in Cessnock during March. A great few days of veteran motoring and camaraderie amongst those in attendance. The breakfast run to Heilbrunns was well supported, with a fabulous breakfast provided by Maria and a tour of Neils projects followed. The Luskintyre airstrip days have become quite popular with several members attending. We look forward to some planned local runs and the national at Cowra.

Several restorations and re-restorations are underway within the branch members’ sheds. Hupmobile, FN, Humber, Renault, Cadillac, Daimler, Armstrong Whitworth to name a few, some of these cars are nearing completion.

The road worthy team of John Brumby, Chris Duncan, John Burke and Graeme Newman keep a close eye on the mechanical side of things with a well-attended inspection day in November, whilst Joan Burke continued to supply a generous supper following our monthly meetings held in the Vintage Car Club Rooms at Boolaroo, The after meeting supper and chat are extending longer each meeting now that just about all attending have retired.

Thank you to all that attended meetings and events and to those who always help out when required.

The Not So Shiny Car Outing

By Graeme Newman 6th June 2026

Back in June, with the Newcastle Branch outing to Scone being postponed, it meant there was not much happening on the veteran motoring front for the those active in the Newcastle Branch. As a result, Catherine Strutt suggested to Chris Duncan they might do something over the June Long Weekend as the weather forecast was quite promising.

They decided that on the Saturday, they would have a day run, to the scenic Mangrove Creek Dam which is situated about 12km west of Kulnura, off George Downes Drive.

Karyn and I decided we would join the group, however given where we now live our plan was to travel to the dam via Wollombi and Laguna along the Great North Road to Bucketty, where it joins George Downes Drive. The others in the group were travelling via the very scenic Yarramalong Valley and the reasonably steep climb up Bumble Hill to Kulnura.

We set out from home and enjoyed a very pleasant drive to Wollombi where we discovered there were a huge number of visitors to the area, many of whom were camped at various locations on private property along the way. Wollombi itself was already a hive of activity with various activities planned for the weekend. Our car had developed a bit of a leak in the radiator, but we pressed on, until we reached the first bit of a climb a bit south of Laguna where the clutch started slipping. We stopped so I could apply some ‘Fullers Earth’ only to discover it wasn’t under the seat where I thought it was. We then decided to go home, as we were due to encounter a few more climbs.

We eventually made phone contact the others in the group and found they had been kicked out of the picnic area at 12.30pm as the rangers had to prepare the area for an ‘open day’ at the dam the following day. Those that were bbqing (don’t think that’s a word), quickly finished so they could eat before leaving. They then regrouped outside the picnic area, before heading home, via Bucketty and Wollombi with Chris & Catherine and Dianne & Brett paying us a quick visit on the way. They lost track of Neil & Maria in the Vauxhall who were last seen heading at great speed towards Wollombi, where they had planned to stop, but I’m guessing they probably found there was no where to park!

Why the ‘Not So Shiny Car Outing’ – it’s quite simple, all the drivers involved are more interested in driving their car than polishing them, me included, so no offence intended.



Classifieds

Please note ALL ADS MUST include the price and if you wish ONO. Advertisements will only run for 3 months then will be removed unless requested otherwise. If selling a vehicle or engine, please include all known numbers and details. All states please copy.

For Sale: 1914/15 T. Ford Speedster, 2019 Build

Asking:
\$ 35,000 with Dayton wire wheels
\$ 25,000 with wooden wheels
For more information contact
Kevin Boardman on 0467 475 577



FOR SALE: Ford 1911 Model T Tourer

Original condition. Engine number 48831, 20 April 1911.
The car as it presents today is a wonderful example of what Henry Ford actually manufactured in 1911.
It is the last of the open valve engine blocks. Believed last driven by the original owner in 1929.
Asking \$48,000 ono.

For more information and pictures please
Contact: John Horswell Ph: 0413 314 196

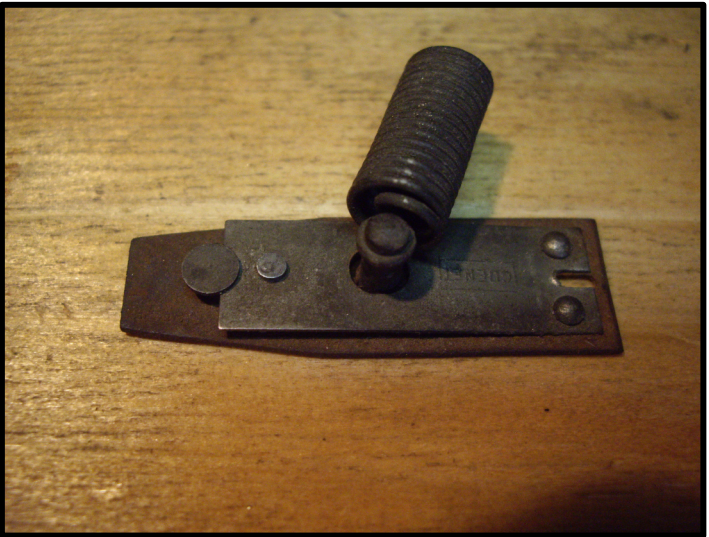


FOR SALE

It is a 1910 Model T Ford. Open Valve Engine,
Engine No 29472. \$60,000. Located in Ballina, NSW, 2478. Enquiries to
Santo Pennisi. Email: office@westbridgeproperties.com.au.
Phone: 0427 299 338.

Wanted:

Friend Terry Parker is restoring a coil box but is missing just one points blade stamped CUENET, as per this photo.
If you happen to have one in your box of electrical bits then please let me know. Terry and I would be most grateful.
John Prentice
0408 476 644
john.prentice33@gmail.com



For Sale: 1916 Model J Indian power plus

Australian delivery 1916
4th Owner, no reproduction parts.
All one bike, fully sorted.
New tyres, just done 300k at Temora 2 cylinder rally.
Imaculate, no issues.

Asking \$ 75,000
For more information call
Kevin Boardman on 0467 475 577



1903 CURVED DASH OLDS. Older restoration, very original and correct, excellent entrant for the Per '05 Tour or the prestigious London to Brighton Run. #7450 **\$70,000**



1909 CLEMENT BAYARD. Four cylinder Touring car. #7452 **\$69,000**

EST 99

THE VETERAN Garage

0422 219 911

ALSO AVAILABLE

1908 BSA Touring. 1910 Buick.

1917 Chevrolet 490 Roadster.

1916 Cadillac Touring – Needs restoration.

1912 Cadillac – Mostly restored.

SOLD 1904 Cadillac – Restoration project. ~~\$55,000~~

COMING SOON

1908 Cadillac – Restoration project. \$35,000

1903 Stanley – Restored.

SOLD 1913 Crane Simplex – Original unrestored. ~~\$70A~~



1905 MINERVA. Big impressive T head four cylinder touring car. #7451 **\$195,000**



1909 CADILLAC. Touring, new upholstery, engine recently refreshed, correct lights, good runner, 1st stand alone year for the 30hp four cylinder Cadillac. #7442 **\$90,000**

Reconstructing Australian motoring history - one car at a time

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