



# Yamaha XS650 Club of Australia Inc.

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## **Our Constitution And The Relationship Between The Club And It's Members**

- 1;** The Yamaha XS-650 Club of Australia (hereafter called "the club") is a club for owners and admirers of the Yamaha XS-650 motorcycle, which was made by the Yamaha Motor Company of Japan from 1970 to 1983.
  - 2;** The club's function is to promote interest in the Yamaha XS-650, to unite owners, and to give advise and help with regards to acquiring, maintaining, restoring, modifying, racing, and all other matters concerned with owning an XS-650. It does this by way of a bi-monthly newsletter, a web site, an annual general meeting, and regular rides.
  - 3;** The club has a structure, which includes officials and paying members. The officials are the president, the secretary, the treasurer, the public officer , the club project manager and the web-site manager. Several members also act as state or area "contacts".
  - 4;** The club has it's own bank account, which is operated by the treasurer.
  - 5;** Membership is open to those who own, or are currently seeking to acquire a Yamaha XS-650.
  - 6;** Upon joining, a member will receive a t-shirt and sew-on patch each with the club's logo, a business card, a list of nearby members, a copy of the most recent newsletter, and a copy of the constitution. They will then receive subsequent newsletters and be invited to attend all rides and meetings for the duration of their membership. A new member's details will also appear in the next newsletter.
  - 7;** All members (except officials) will pay a membership fee, with renewals being due each June. Members who have not renewed after two reminders (usually by around October) will be considered to have left the club. They will no longer receive the newsletters, or be invited to the rides or meetings.
  - 8;** An AGM will occur each September/October. At the AGM, the officials' positions become vacant and members are invited to nominate themselves for those positions. Nominations require seconding, and no opposition to be carried. If another member opposes the nomination, the matter will be discussed until it is resolved. If more than one member nominates and is seconded for a position, it will be put to a vote by those in attendance. Notice of the AGM will be sent to members several weeks prior to the event. This will outline all matters to be discussed at the AGM (which will always include the club's financial situation), as well as proxy nomination and voting forms for those who can't attend. The minutes of the AGM will be published in the next newsletter.  
**\*Further to Item 8.** Members will also be able to vote by proxy at all general meetings and be deemed to be in attendance and eligible to vote via electronic communication, video conference, etc.
  - 9;** The club organises rides and other gatherings. At these events, members are expected to wear their t-shirt and/or patch. If the gathering is in a public place, they are expected to conduct themselves in a manner that will not bring the club (or motorcycles and motorcyclists in general) into disrepute. If the club receives a complaint about a member, they will be cautioned, suspended, or their membership may be cancelled at the officials' discretion, depending on the circumstance.
  - 10;** In addition to item 9, when members are riding their bikes on a public road to, during, or from a club event, they are also subject to the rules of the Roads & Traffic Authorities of the various states. They are expected to keep their machines in roadworthy condition and operate them within the law. This includes the member being licensed to operate a motorcycle, and the machine being registered.
  - 11;** Further to item 10, the club is recognised as a historic vehicle club and as such, members can obtain historic registration for their machines. Very strict requirements and rules apply to this, and members enquiring about it will be informed of these by way of a printed document from the Roads & Traffic Authorities, which describes them in minute detail, obtainable from the club or the relevant Roads & Traffic Authorities. Members who have their machines registered as a historic vehicle will abide by the rules both when with the club and when on their own. Any breach will be dealt with by both the Roads & Traffic Authorities, and the club.
  - 12;** Should the club cease to operate for any reason, all members will be notified, any outstanding bills will be paid, the remaining funds will be evenly dispersed among the membership, the bank account will be closed. The Roads & Traffic Authorities and NSW Fair Trading will be advised.
  - 13;** As part of our constitution we also use the Fair Trading Model Constitution 2009, Under the Associations Incorporations Act 2009 when requiring a finer point in circumstances that the basic constitution does not cover fully.
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That's our official constitution. The following is an unofficial version of the relationship between the club and it's members, and what each can expect of the other. Most of it is pure common sense.

As for membership requirements, it's fairly obvious that unless you own or want to own an XS-650, there's no point in joining this club.

The club does it's best to provide info and activities for it's members. Remember though, that the officials are not trained mechanics or ex P & O cruise directors, but merely enthusiasts like you who've learned by doing. The info we give is, to the best of our knowledge, correct and intended to help members. Any misinformation or advice is a genuine mistake and we are open to correction.

As for our rides and such, we can plan all the rides we like but it's up to members to be there. There is no requirement to participate and no penalty for not doing so but if there's a ride going your way, we'd like it if you kept that day free and came along. If your bike is not running, at least try to get to the meeting point or destination (whichever is closer) by whatever means, just to say hello. If you have another bike, you can bring it on club rides but if your 650 runs and has rego, it's expected you bring it. If we all had other bikes and brought them on club rides, what would be the point of having rides for 650s? If your 650 runs, has rego, but you're apprehensive about it's reliability and whether it can go the distance, we won't abandon you out the back of Woop Woop.

The club gives a shirt and patch to all members and it's expected they wear it at rides and functions both to identify themselves to other members, and to let other 650 owners who may be around know that there is a club. In fact, it was passed at the 2006 AGM that not doing so will incur a penalty of shouting the group a beer at the destination. *That is an actual rule.*

Members are given a couple of cards when they join. On these is the phrase "Please pass card to another 650 rider". If someone tells you they have a 650, give them a card or if you see a 650 parked somewhere, put the card on it. If you've done that and are out of cards, replacements are available from the secretary any time.

Our bank's deposit slips have space for eight cheques and only when they are filled is a deposit made. Therefore, if yours happens to be the first cheque received after a deposit has just been made, another seven cheques must be received before yours will be banked. During renewal time – June to August – this will not take long but at other times of the year it can take several months. The reason is that our bank is not where the secretary/treasurer normally goes and so they are mailed in. One envelope containing eight cheques costs less to mail than eight envelopes each containing one cheque. Consequently, your cheque may not appear on your bank statement for some time. Don't worry about it or think it's gone astray. It's sitting on the secretary's desk.

Members can plan rides. If you wish to plan one, try to send the details to the secretary in time for the next newsletter or failing that, simply contact members near you. If there seems to be no rides going your way, don't sit there and do nothing – plan one yourself. If you turn up to a club ride expecting to see dozens of 650s but find only two or three, blame those who didn't show and call them names if you wish but don't blame the club. It's not the club's fault.

Whilst out with the club, it's expected that members will not engage in behaviour that will bring us any unwanted attention, have us asked to leave, make us unwelcome to come back, have the cops called, get us beaten up, etc. That applies anywhere but in addition to that, when riding on the road, it is expected that members have their bikes registered and obey the rules of the road. If you don't, the cops will fine you, not the club but even so, it makes the club look bad. If you like to ride like a maniac and do burnouts etc., please do that when you're on your own.

The exception to "when you're on your own" is bikes that have historic rego obtained through the club. If you have that, you must abide by the rules pertaining to it AT ALL TIMES. If you are on the road illegally and are caught, the club will not support you or back up the story you've told the cops. The Keeper of the Historic Registered Vehicles' Journey Book will not authorise a trip that's already happened. If you've completed your journey without incident, but genuinely forgotten to call him beforehand, leave it at that. If you call and insist he sanction a trip that's over and done, it's obvious that something happened out there. Don't ask him to do it.

Members are invited to contribute to the newsletter. You don't have to be an English professor or an accomplished photographer. A story on you, your bike, a restoration, or a ride you've done, etc. is most welcome, as long as it relates to XS-650s. If you are contributing, emails are best as they can simply be pasted in. Failing that, a typed page is good as it can be photocopied in. Failing that, a hand written letter is still welcome and the secretary will just have to type it out. If a member asks a question in the newsletter and you know the answer, call them. It doesn't matter that you've never met. You might even make a new friend.

The newsletter is due out every even-numbered month but occasionally, it might come out late. If the entire month goes by and you have not received a newsletter, by all means call the secretary but if he says he's been snowed under or the club's computer is in for repairs, please accept that as a genuine reason. Every effort will be made to get a late newsletter out as soon as possible. Members can advertise anything 650-related in the newsletter or on our web site. However, if the ad is no longer relevant (like your bike or parts have been sold) please call the secretary or web manager so it can be removed.

Members will be advised if their membership is up for renewal in the June newsletter. If you intend to renew, it helps if you attend to that as soon as you can. A reminder will appear in the August newsletter and if you have still not renewed by the time the October issue goes out, you will not get one. If you do not intend renewing, please call or email the secretary just to save sending out useless reminders. After the membership database has been adjusted, a few members notice they haven't received a newsletter in a while and call to ask why. When they're told their membership has lapsed they always say, "I meant to do that and clean forgot". Sure, people forget things but doing that just makes more work for the secretary who must re-enter your details and send out the missing newsletters. If there is none left, he has to have new copies printed. Please try not to do that.

Some members who are still current, call to ask where their newsletters are. It often turns out that they've moved house or changed their email address, and whilst they've changed their details on their licence, the electoral role, etc., guess who they forget to tell. If any of your details change, please tell us. Internet newsletters are kept forever but paper ones are not because they take up space, so if you get the news on paper and you leave it too long to tell us you haven't been getting them, you might miss them completely. Occasionally, the secretary will wrongly enter details and if that's the case, every effort will be made to replace whatever's gone missing.

The club holds an AGM around September or October and currently, these alternate between Sydney, Phillip Island, and SE Queensland. Like our rides, it's not compulsory to be there but it is expected that if you live within a reasonable distance, you would be. What's a reasonable distance? That's up to you but is it too much trouble to travel say, two hours there and two hours home once every three years? The club provides food, drink, and awards for the person who's travelled the furthest on a 650, by any means, and for best 650 in attendance. A member usually provides the venue, which usually includes a place to sleep. Why wouldn't you want to come?

At the AGM, the officials' positions become vacant and anyone can nominate themselves for those positions. The only requirement is that you take the job seriously and try to do it at least as good as it's being done now. Also, the club's financial situation is discussed but members may enquire about it at any time throughout the year. It's your money.

If the club ceases to exist for any reason, you will be informed, and given an equal share of what remains of our bank balance after any outstanding bills are paid.