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Membership of the Association is available to all who have been members of VicRoads or forerunner organisations or the spouse of deceased members and bestows on them all the rights of the Rules of Association. Cost of membership is a once only fee of \$50. Enquiries about membership or receipt of the Newsletter by e-mail should be directed to the Secretary, VicRoads Association, by phone or e-mail as shown above. Visit our website at <https://vicroadsassociation.org>



Dear Members

Spring is here and we can once again enjoy the glory of wattle, pink prunus and diosma, and the cheerful blooms of daffodils and jonquils, celebrating the end of the long, cold winter.

In September, most of us were reminded yet again, of that dreadful event 24 years ago in New York City. I am certain that nearly every one of us holds clear memories of where they were and what they were doing when they first heard that awful news.

I have a good memory, but it has occurred to me that in my own lifetime there have been very few overseas events that I can recall so clearly and in this particular way. Our very oldest members might recall another September event (in 1939) in which Prime Minister Menzies announced over the radio that *it was his melancholy duty* to inform us we were in a state of war with Germany.

For me it comes down to three occasions:

**The first** was in the late afternoon of November 22, 1963. Sitting in the kitchen of our small flat in Auchenflower, Queensland, I was enjoying a cool beer after work, when I heard the venerable US news anchor, Walter Cronkite, gravely announce over the radio that President Kennedy had been shot dead in Dallas.

Later, on short wave radio, I heard the word ‘Kennedy’ repeated endlessly in many different languages. Russia’s President Krushchev, still smarting from his Cuban missile backdown and concerned about a hostile US backlash, hastily disavowed any knowledge of the killing.

Over the following 62 years many authors purported to know what really happened in Dallas. Oliver Stone's 1991 movie *JFK* suggested the CIA was behind it because Kennedy was going to pull the plug on the Vietnam War. The Trump Administration's recent 'release' of all the remaining JFK files has produced no new evidence to dispute the Warren Commission's 1964 finding that Oswald was the sole culprit and there was no CIA/Mafia/Cuban/Russian plot. I suspect that some of those who admired Kennedy back in 1963 are still wondering who really ordered his death.

**The second** was on July 20, 1969, when I briefly left the Nunawading CRB office with several workmates to watch Neil Armstrong step onto the moon, live on the TV at my home, thereby joining one of the largest television audiences in world history at that time.

Putting aside the enduring conspiracy theory that all six moon landings were staged in a desert warehouse, I still feel a little disappointed that in the 53 years since those landings, no further extra-terrestrial manned voyages were made. The Apollo Space Program prematurely ended in 1972 due to funding issues, the cost of the Vietnam War and competing military and space industry priorities including the development of the space shuttle program.

Hopefully, I'll still be around in late 2026 when NASA's *Artemis 3* is scheduled to make the next crewed moon landing – that is, if it isn't gazumped before then by China.

**The third** was the 2001 terrorist attack on New York and Washington. On the evening of September 11, 2001, my late wife Sylvia and I had been watching *The West Wing*, a TV serial about the White House. Just after the show ended, the screen changed to show a tall building with smoke billowing from its upper floors.

There was no introduction or music but after a few moments, an American voice told us we were looking at a live feed from New York City where a plane had just flown into the side of the World Trade Centre (WTC). The commentators, who'd obviously only just been assigned to handle this new development, did not know what type of aircraft it was and seemed to think the crash had been an accident. I was reminded of the WW2 incident in which a US B26 bomber had flown into the side of the Empire State building.

I later learned that the first plane had hit the North Tower of the WTC at exactly 11.46 pm AEST, (8.46 am New York time) and realised that Sylvia and I had begun watching this event about 10 minutes after the first impact. The US commentators were calmly discussing what had happened and were clearly unaware of just how catastrophic the impact and fire was going to be on the structure of the North Tower and the people working on the floors above.

A few minutes later, at 12.03 pm AEST, we (and the US TV news staff) were stunned to see a large passenger jet aircraft suddenly appear and fly directly into the South Tower, disappearing in a blossoming red fireball. The awful realisation came to us that what we had just seen was either a very realistic horror movie<sup>1</sup> we hadn't heard about, or a full-blooded attack on the United States.

We sat transfixed, reluctant to believe what we were seeing, as first one tower and then the other collapsed amidst enormous billows of dust. As other news cameras joined in at street level, showing hundreds of terrified people fleeing the dust cloud on foot, it became unmistakeably clear that what we had seen was real. The terror of the hijacked people in the planes and those trapped on the upper floors of the two buildings was starting to dawn on us. Reports were coming in about a separate aircraft attack on the Pentagon and of another hijacked airliner approaching Washington from Pennsylvania. It was altogether too much to take in and it was very late indeed when we turned off the TV and retired to bed, wondering how we might get to sleep.

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<sup>1</sup> I had heard about the Halloween episode of the radio series *The Mercury Theatre on the Air*, which was broadcast live at 8 pm on October 30, 1938, over the CBS Radio Network. The episode was directed and narrated by actor Orson Welles as an adaptation of H. G. Wells's novel *The War of the Worlds* and is infamous for inciting mass public panic by convincing some members of the listening audience that a Martian invasion was actually taking place.

## WHAT'S COMING UP?

### Our 2025 event calendar

| Date  | Event  | Contact Person   |
|---|--|--|
| <b>Monday 6 October</b>                       | 12 noon. Occasional Lunch, Doncaster Shoppingtown Hotel  | Just turn up   |
| <b>Thursday 9 October - Friday 10 October</b> | Regional Visit to Ballarat with a roads presentation on Thursday afternoon followed by dinner at the Ballarat Leagues Club. Friday afternoon presentation and tour of Alstom train factory in Ballarat followed by dinner at the Ballarat Golf Club. | Jill Earnshaw<br><a href="mailto:jillmearnshaw@gmail.com">jillmearnshaw@gmail.com</a>  |
| <b>Friday 24 October</b>                      | Annual Golf Day Green Acres Golf Club, East Kew  | Jim Webber<br><a href="mailto:jameswebber1717@gmail.com">jameswebber1717@gmail.com</a> |
| <b>Monday 3 November</b>                      | From 12 noon. Occasional Lunch, Doncaster Shoppingtown Hotel   | Just turn up   |
| <b>Thursday 11 December</b>                   | From 12 noon. Christmas lunch at Waverley RSL  | Ken Vickery<br><a href="mailto:kenvickery@tpg.com.au">kenvickery@tpg.com.au</a>        |

### Regional Visit to Ballarat. Thursday 8 & Friday 9 October 2025

Why not join us in Ballarat for a night or two?

We currently have over 27 people who will be attending all or some of the events organised in Ballarat on Thursday 9 and Friday 10 October for our 2025 regional visit. Some are Members, others are family and friends or former colleagues.

On the afternoon of Thursday 9 October we will receive a presentation from the Department of Transport and Planning. This will reference both completed and planned works in the region, as well as general information on the region, etc.

Speakers will include senior staff from the Barwon South West & Grampians region including the Acting Director Regional Operations – Planning (Linda Oman), Director Regional Operations – Development (Sarah O'Dwyer) and the Director Maintenance Operations (Liam Butcher). Question time will follow.

That night we are off to the Ballarat Leagues Club for our informal dinner.

On the afternoon of Friday 10 October we will be visiting the Alstom train building facility. There we will receive an introductory talk about the role of Alstom in Victoria's transport system, this facility and its location in Ballarat, before we are led on a tour of the workshop facility and the world class trains that are being built there. This will be followed by dinner at the Ballarat Golf Club which always puts on great meals.

Don't forget all our events are open to family members, friends and other former colleagues. They just need to register.



If you are considering joining us in Ballarat in October or hearing a bit more about what is on offer, email our Secretary, Jill Earnshaw, [jillmearnshaw@gmail.com](mailto:jillmearnshaw@gmail.com), who will send you some additional

information we have compiled to assist your considerations. This includes information on travelling to Ballarat, accommodation options and other events happening in Ballarat at the time as well as specific times and locations of events.

One such event that is getting great reviews is the Ballarat International Foto Biennale. Held every two years, it is an immersive cultural experience for photographers and art lovers. The exhibition in the Mining Exchange in the centre of Ballarat is always particularly interesting.

## **WHAT'S BEEN HAPPENING?**

### **French Impressionism Exhibition, NGV Monday 15 September 2025 – by Jill Earnshaw**

Whilst it was only a small group of 11 of us that visited the French Impressionism Exhibition at the National Gallery of Victoria on Monday 15 September, we all thoroughly enjoyed ourselves. The exhibition included 100 paintings and a number of prints; many of which came from the Museum of Fine Arts, Boston.

The exhibition included well known works such as several of Monet's haystacks or 'grainstacks' as well as other, somewhat lesser known works by major Impressionist and Post Impressionist artists.

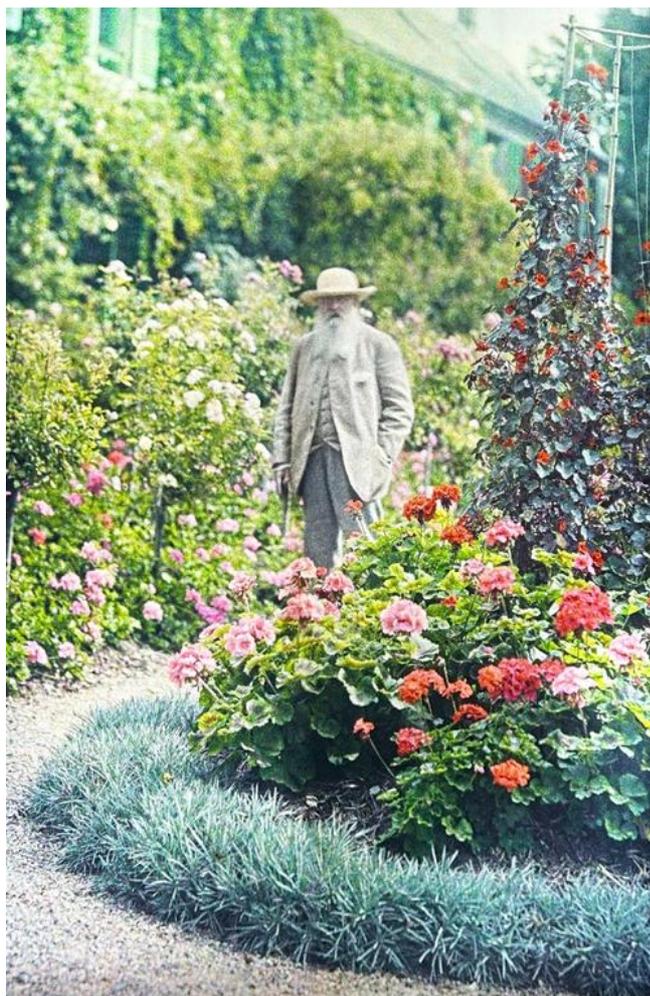
Our group wandered through the ten thematic 'rooms'. The set up of the exhibition drew its inspiration from the grand nineteenth-century residences of East Coast American collectors – where works such as those in the exhibition would have been displayed – as well as some of the spaces beloved by the artists themselves.

The exhibition also referenced the thoughts and observations of the artists themselves. Their words, as recorded in letters, journals and articles, revealed the mutual admiration and personal connections that united the practitioners at the centre of this avant-garde movement.

The talk provided to our group by one of the NGV's senior lecturers very much enhanced our enjoyment and understanding of the exhibition as well as that amazing period of art history.

The exhibition runs until 5 October 2025. If you are unlikely to get to the exhibition you may like to visit some aspects of it online at <https://www.ngv.vic.gov.au/exhibition/french-impressionism>

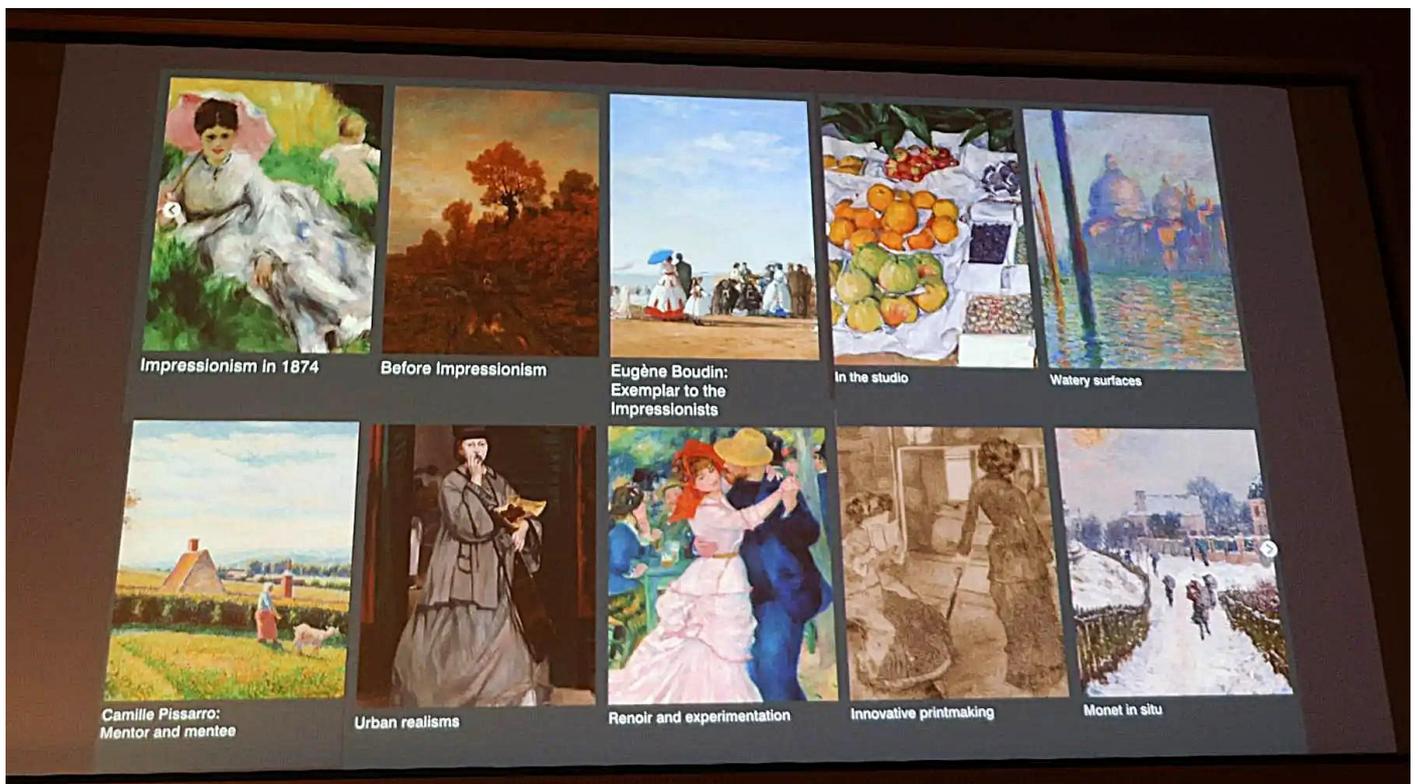
As usual, our visit was followed by a very convivial lunch; this time in the Chloe Bar area of Young and Jacksons Hotel.



Claude Monet in his garden at Giverny. He was a senior figure and mentor in the Impressionist movement



A glimpse between the very differently themed rooms at the Exhibition.



An overhead slide showing the main components of the Exhibition, from the talk provided to our group by one of the NGV's senior lecturers



Pierre August Renoir's major centrepiece "Dance at Bougival"



Our post-exhibition briefing by one of the NGV's senior lecturers

## Arden Station Sneak Peek. 30 August – John Wright

This was not a VicRoads Association function, but after being alerted by Jim Webber and our Secretary to free tickets on the Metro Tunnel website, Rosslyn and I were able to join a few other members to enjoy an official ‘sneak peek’ at Arden, the brand new Metro station in North Melbourne.

As the westernmost station on the nearly completed Metro Tunnel, Arden Station is an unusual, rectangular concrete and brick building featuring a striking, arched entrance to Laurens Street, just around the corner from North Melbourne’s famous Arden Street oval. We were pleased to see that the station’s planners had reserved a generous area of parkland<sup>2</sup> around its western and southern sides.



The Station’s Laurens Street Entrance

The Metro Tunnel people had gone to great lengths to welcome their visitors. After our passes were scanned we were welcomed at the station entrance by a performer in a beautifully made emu suit.



We were invited to use our phones for an audio tour of the station and offered refreshments at the rear of the station, where a talented singer and band was providing great entertainment.

A mosaic artwork by talented artist Ky-Ya Nicholson Ward, entitled *Terrace Artwork*, is etched into the Laurens Street terraces of the Station, telling the story of the artist’s ancestors, family and country, and the *Wurundjeri Woiwurrung* people who lived and travelled by the Blue Lake that once existed nearby.

Extending across the station’s western façade is

another artwork entitled *Come Together* by Abdul Abdullah. It is comprised of two large-scale aluminium hands, reaching across a mosaic background in a welcoming gesture, representing the coming together of people connected to the Arden area.

We discovered that the red bricks on the station’s side walls and in the lining of its skewed concrete arches (which extend right through the station), were locally made and had been laid by hand in a tribute to the area’s industrial past.



<sup>2</sup> Part of this parkland accommodates two major skylight structures that provide natural light to the concourse and platform levels.

The station has three levels – the street level beneath the arches, an intermediate concourse, and the platform level, which are all connected by lifts and elevators.

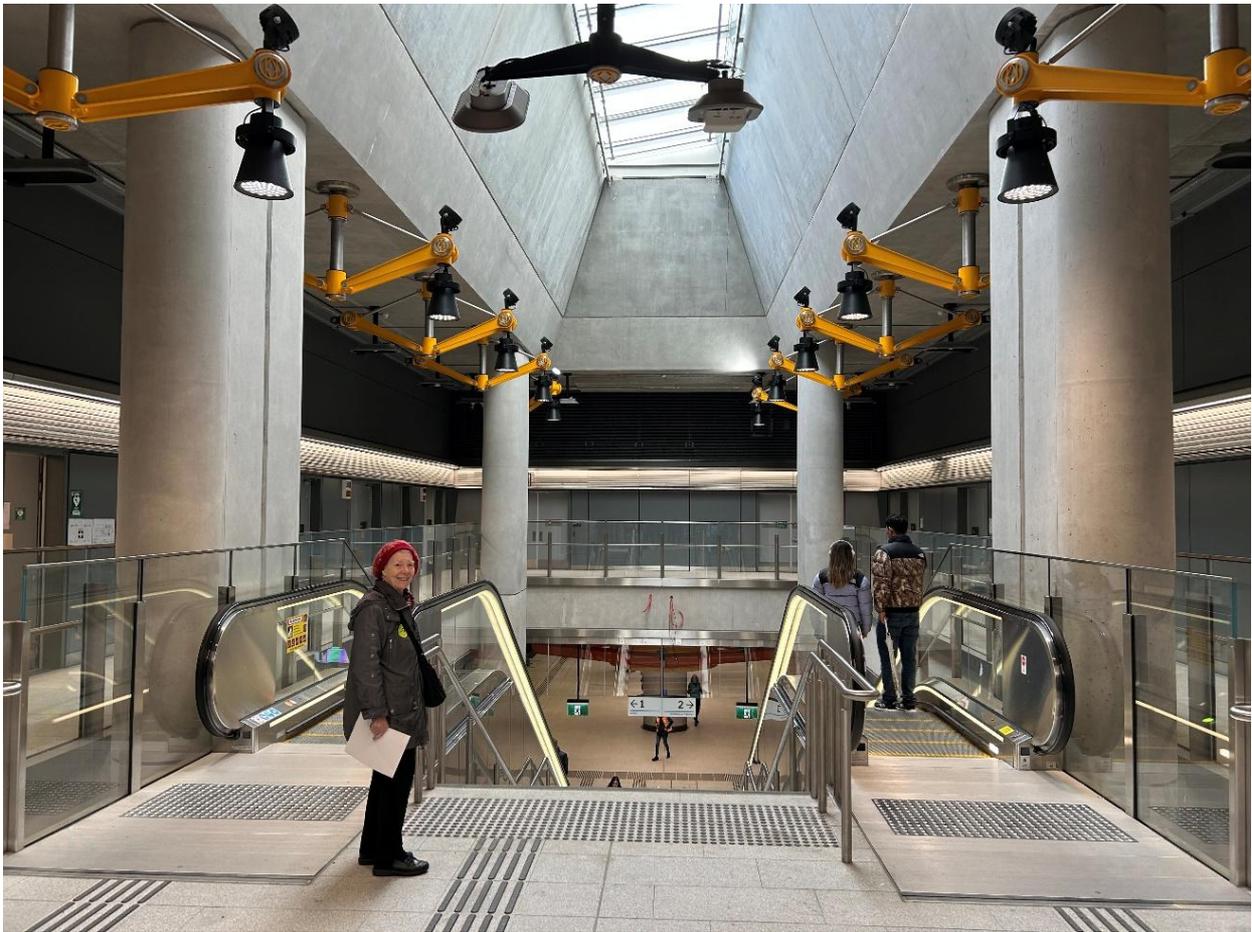
All of the station's fixtures follow a colour scheme emulating the stages of a Melbourne sunset, blending yellows, oranges and pinks.

Arden's new platform is a very comfortable 18 metres wide – amongst the widest metro platforms in the world. With its very high ceilings, no one will feel claustrophobic nor should they worry about tumbling onto the tracks because of the glass safety doors along the platform edges. At each end of the platform, glass doors allow you to see along the brightly lit, concrete-lined rail tunnels.

It was a visual treat. We look forward to seeing the other four Metro tunnel stations – Parkville, State Library, Town Hall and Anzac – hopefully, later this year.



Looking up from the Concourse level



On the concourse level. Note the large skylight providing natural light to the platform level.



Platform level, with glass safety doors

## MEMBER COMMENT AND NEWS

### Flight changes, Terms and Conditions – from Martin Habgood

I think John's cautionary tale about booking flights raises another significant issue we have in Australia (and probably other countries do too). That problem is the "Terms and Conditions" we have to agree to before we can book or buy anything online.

The problem for us consumers is that we can't negotiate away any of these T&Cs, we can only accept if we want to go anywhere or do anything. The immense power that this gives the seller dwarfs any legal consumer protections we might have. So, it's quite possible for a company such as Qantas to simply say that the changes are in accordance with the T&Cs, even though those conditions might be totally unreasonable – failing the pub test.

I had thought that the only alternative to agreeing to all these T&Cs was to stay at home and buy nothing. But when I signed onto MyGov I found I had to agree to the updated T&Cs before I could start my tax return! And sadly, not agreeing doesn't excuse me from that task.

Solution? We need something like an Unfair Contract Terms Act to put constraint on these unreasonable practices, together with a speedy dispute resolution process that doesn't involve the courts and expensive legal teams. The multinational companies clearly have the power to face anyone down in court should they choose to do so, and the court system takes way too long.

As for bookings, I agree with John's approach. Take screen shots of the online booking form as you progress through the system, together with any summary screen, and store those in a Word document for checking prior to hitting the "purchase" button (and for later reference when cross checking against any e-tickets/receipts).

Happy travels. Martin Habgood

### Being a railway enthusiast – from Ian Thiele

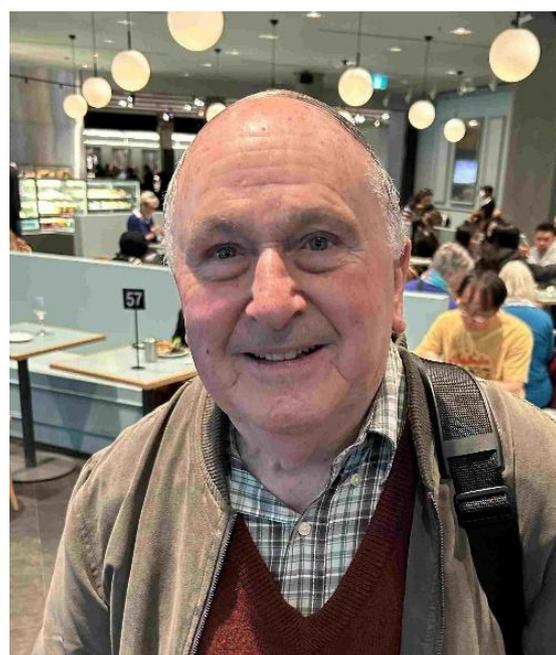
From the time I looked over the edge of my pram and first saw a train, I was hooked – infected with the train enthusiast disease. Living in the City I was exposed to many train and tram trips. The Christmas and birthday gifts I received further reinforced my enthusiasm. However, there was a major setback when I was 6 years old and I dismantled my Hornby windup train to see how it worked. My father was not pleased and refused to get it repaired.

My family's move to the country restricted my railway and tram viewing but a trip to Melbourne by rail motor was an occasional highlight, especially when sitting at the front of the train. When I later moved to Melbourne for work, I was exposed to a kaleidoscope of railway experiences through fellow workmates, magazines, clubs, and tours.

I discovered a new world of railway activities and soon became involved as a volunteer and participant with



Martin



Ian

many organizations. When I retired, my involvement became almost full time, with many memorable tours in Australia and overseas. Sadly, some of the rail fan organizations have wound up due to age of membership and difficulties in recruiting new members. The advent of COVID in 2020 would have hastened the closures.

Looking back, the best of times for enthusiast fan trips was prior to public transport being privatized. Although many fan trips were 'last tours' like those on the long-gone South Gippsland, Daylesford, Walhalla and Mansfield lines, the fellowship developed with other fans was lifelong. Many former railway workers were themselves enthusiasts working their hobby. Today, the impacts of OH&S rules and speed limit differences between heritage and modern rolling stock severely limits heritage activity on main lines.

Many volunteer-run 'preserved' lines, such as the Daylesford, Maldon, and Bellarine Railways,



The R707. City of Melbourne

exist to satisfy both the public and enthusiasts. If you would like to participate in main line volunteer activities, I suggest contacting *Steamrail Victoria* and *Seven-O-Seven Operations Inc.* – the latter named after the mighty steam locomotive R707 *City of Melbourne*.

There is also the wonderful ARHS railway museum in Williamstown North, and great tram museums in Hawthorn, Ballarat and Bendigo run by volunteers who are eager for visitors.

For rail modelers, several model railway exhibitions are held each year at the Melbourne Showgrounds and the Sandown Racecourse, and the groups are always looking for new members.

Today, my main rail activities consist of keeping ahead of the many magazines produced by various societies. My house is full of railway DVD's and publications, which tend to have short print runs. Also, I am involved in the group planning and running the Australian Railway Historical Society Melbourne Branch public transport tours to various locations, which usually include a pub or RSL lunch. Anyone is welcome to join in.

To see what tours are available, I suggest looking at the Australian Railway Historical Society (ARHS NSW) website at <https://arhsnsw.com.au/>. Under 'Events' you will find information about the Luncheon Outing Group (ARHS Melbourne Branch).

Regards. Ian Thiele

### **Beware - a new online scam - accommodation booking – by the Editor**

Recently, I made an advance booking for a motel in Bendigo, using the online service Booking.com. Late on the evening before our trip I received a *WhatsApp* message on my phone (ostensibly) from the administrator of the motel, saying that she had been unable to verify the details of my credit card and that to avoid losing our booking I should re-enter my card details on their secure site, for which a link was provided.

I was instantly sceptical because my credit card details had been given to Booking.com, which I knew did not share them with their accommodation providers. However, unlike many phishing messages, this one was surprisingly personalised. It contained the name of our motel, the booking date and the correct booking number. It even referenced a nice-sounding lady manager's name, Mrs Christine Schmidt.

After using my desktop computer to confirm that my Visa Card was fine, and that there were no notifications from Booking.com, I confirmed that the message was a clever scam. Returning to my phone, I was intrigued to discover that the message had vanished. It had apparently self-erased barely five minutes after I'd opened it.

Arriving in Bendigo I raised this issue with the male motel manager, who told me at least ten customers had called him, worried about losing their bookings. He suspected that Booking.com had been hacked during a system upgrade. He also said there was no Mrs Schmidt working at or for the motel. As far as he knew, none of his clients had been silly enough to click on the message's 'secure' link.

Three days later, part of the bogus message reappeared on my *WhatsApp* feed, which noted it had originated in India, and (somewhat belatedly) warned me that it looked suspicious. You can't be too careful.

### **Vale Tom Glazebrook - by David Jellie**



## Thomas Morland Glazebrook

7/5/1926 – 30/8/2025

Tom was born on 7th May 1926 in Rockhampton, Queensland. He enjoyed a free-range childhood there, that included lots of time making roads for his toy cars.

When he was almost 14, the family moved to Hawthorn in Melbourne when his father was transferred with the Commonwealth Bank. He went to Scotch College, which was close to home and he has valued his association with Scotch College throughout his life. He then qualified as a Civil Engineer at RMIT.

His mother, Amy, died when Tom was 18. He missed having her as part of his life, and later the life of his children.

His first engineering job was with Horsham City Council. A year later he joined the Country Roads Board and spent the rest of his working life there. He was Assistant Divisional Engineer at Benalla for 11 years, and Divisional Engineer in Bendigo from 1970 until his retirement in 1986.

Over his lifetime, Tom was actively involved in Scouts, the Army Reserve, Rotary and Habitat for Humanity. He was involved in numerous community organisations and committees usually ending up in leadership roles. He was highly motivated to serve others.



Tom at the *Farewell to Kew Head Office* function in May 2024, where he delivered a lively address in which he referenced his long and enjoyable tenure in the Bendigo Regional office by stating that his favourite view of Head Office was the one that appeared in his rear vision mirror.

Education was very important to Tom. He was on a committee at Latrobe University for years. With others, he started and ran for many years the Science and Engineering Challenge at Latrobe. He was involved at Girton College for almost 30 years and always attended speech nights to present the Tom Glazebrook Rotary scholarship to a Girton student.

Tom played tennis in his earlier years and took up sailing after moving to Bendigo. He was also a keen stamp collector.

He was always actively involved in church – his faith was real and important to him. He was a Lay Preacher in the Methodist/Uniting Church for 62 years. In later years, he joined the Anglican church.

Tom was awarded an AM – Member of the Order of Australia – in 2001 for his services to the Engineering profession and community service, in particular his work for Habitat for Humanity.

Shortly after moving to Horsham, he met Patricia Hill at a PFA meeting. She was one of the leaders, and Tom decided that night that ‘she was the girl for him’. He walked her home afterwards and stood talking to her for

ages on the footpath in front of her house, while her siblings tweaked the curtains to see who she was with. Tom never lost the ability to talk under wet cement!

They were married in June 1951, and their two children, Sue and David, were born during the next three years. They shared a long, loving and happy life together for 61 years, before Patricia’s death in 2012. They supported each other in every possible way.

There are people he influenced, supported and helped in their journey as people, professionals and decent community members. Graham Gilpin described Tom as the best boss he ever worked for. He described working on the Hume Freeway on a hot day – which happened to be a public holiday - when Tom arrived on site after travelling from Bendigo laden with food and cool drinks for the crew.

Another example of Tom’s teamwork is the sealed roads in Victoria’s Alpine region. In the 60s, he and his team worked out how to make sealed roads that withstood the heaving and cracking of the pavements caused by frost and snow. This was pioneering work and he was the first to draw the

first line in the sand ... or the gravel. He eventually earned a Master of Engineering degree for this work.

Tom's son, David, described his initiation to sailing as follows:

'The family moved to Bendigo in 1970, where Mum and Dad then remained for the rest of their lives. It was this move that saw Dad instigate the father/son sport of sailing at Lake Eppalock – for which I was a willing participant. Also, this was a precursor for Dad to take on another committee role and one day become Commodore.

Dad and I had a rule - what was said on the water, stayed on the water. But this is when, as a 15-year-old, I learnt Dad could swear! I'd make a very reasonable suggestion about which way to go, and he'd disagree, I'd reiterate my very sensible idea and so it went. After a bit, under his breath, at the helm, he'd kick off with some unflattering swearing about me and my sailing nous. This was not the man who dragged me to numerous churches on the lay preacher circuit throughout the Benalla region, so that I could hear, yet again, one of the six sermons he had pre-prepared. This was a swearing father and not my lay preacher Dad! In Dad's defence, he hotly denied the six sermon limit and claimed he wrote a new sermon every time.'

Tom's granddaughter recounted an episode from her teens, when she had arranged to go on a bike ride with some of her school friends. She was embarrassed beyond belief when her grandfather Tom unexpectedly joined them on his own bike. He was wearing a pair of very high-waisted pants that came right up to his rib cage and were tucked into knee-length socks and heavy boots.

Tom was a member of the Citizens Military Forces – namely the CRB's 22 Construction Regiment. He rose to the rank of Major. Again, this was Tom using his skills and committing to doing the right thing by his community. He also loved it and loved the camaraderie of the Regiment and maintained links with it for the remainder of his life.

Tom was competent, capable and well organized. It won't surprise anyone to know he left detailed instructions for his funeral.

Tom was a Conservative voter for most of his life until recently, when he voted Labor for the first time. This was partly influenced by Jodie, his Labor politician daughter-in-law, but was more about him remaining consistent with his values of decency, community and doing what you can to care for people. He was not happy with the former leader of the Liberals and his negative approach. He wasn't a big fan of Donald Trump either.

Tom died short of his 100th birthday which he would have so treasured. He was, as far as I know, our second oldest member. Jack Waters takes that crown, but Tom was very proud of his age - and he retained his energy and sharp memory to the end.

Tom wrote a detailed summary of his work history which we have placed on our website.

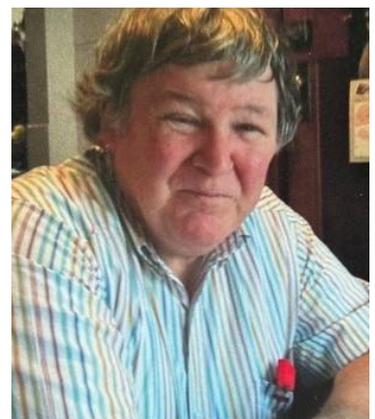
David Jellie

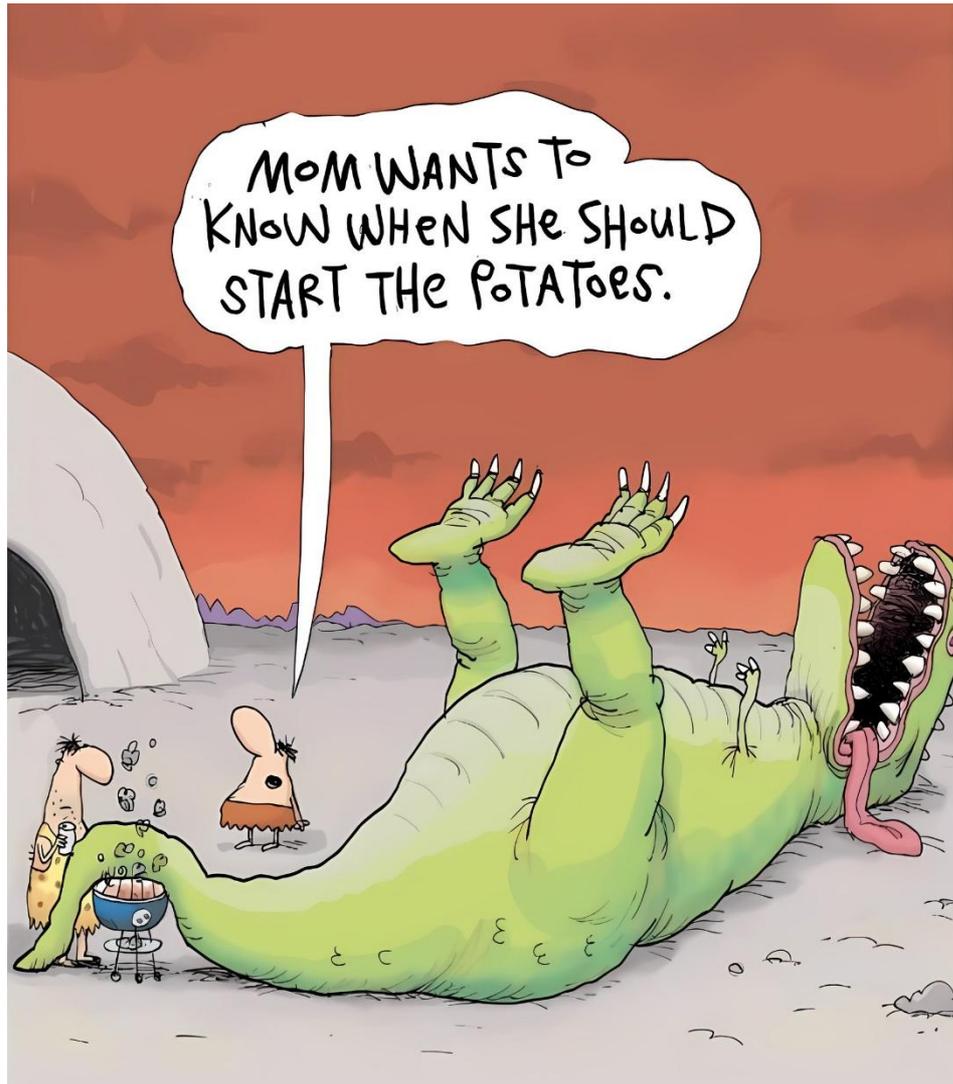
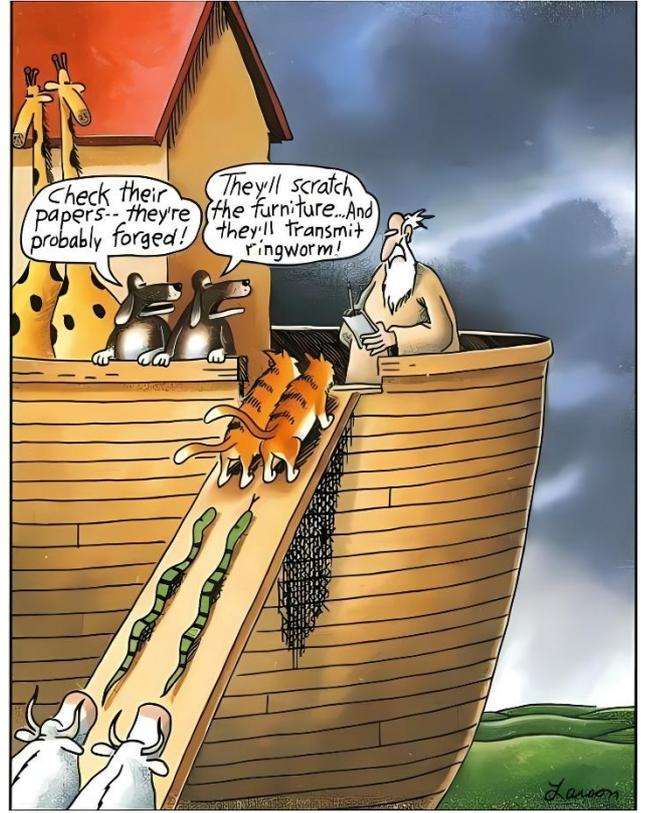
## **Vale David Williams**

We were saddened to hear of the recent death of our member, David John Williams, who passed away at Cabrini Hospital on 18 May 2025, aged 80.

John is survived by his wife Mary and his children, Michael, Paul and Kate.

John worked as an engineer with the CRB at its Kew Head Office and in South Melbourne





# VicRoads Association Inc

Registration No A0022250S

## Membership Application Form

Email completed form to:

**Membership Secretary, VicRoads Association Inc**

**Email Address:** [irisw25@bigpond.com](mailto:irisw25@bigpond.com)

|                                 |                      |                      |  |
|---------------------------------|----------------------|----------------------|--|
| <b>First Name</b>               | <input type="text"/> | <b>Surname</b>       | <input type="text"/>   |
| <b>Address</b>                  | <input type="text"/> |                      |  |
| <input type="text"/>            | <b>Postcode</b>      | <input type="text"/> |  |
| <b>Telephone Number</b>         | <input type="text"/> | <b>Mobile Number</b> | <input type="text"/>   |
| <b>E-mail address</b>           | <input type="text"/> |                      | <i>Nominate an email address if you don't personally have your own</i> |
| <b>Emergency Contact Name</b>   | <input type="text"/> |                      |  |
| <b>Emergency Contact Number</b> | <input type="text"/> |                      |  |

### Employment in VicRoads and antecedent/previous organisations:

|                       |                      |                 |                      |
|-----------------------|----------------------|-----------------|----------------------|
| <b>Date From</b>      | <input type="text"/> | <b>Until To</b> | <input type="text"/> |
| <b>Organisation/s</b> | <input type="text"/> |                 |                      |
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**Paid Direct Transfer.**

Your payment of **\$50.00** by electronic transfer should be made into the Association's NAB bank account, details as follow:

**VICROADS ASSOCIATION  
BSB 083-323  
ACC 170934017**

**Reference** - Please ensure that you **include your name in the "online" transaction details** so that the subscription can be attributed to you.

The information collected from members will be used solely for the purposes of managing the Association and its activities.

I agree to support the purposes of the Association and comply with its rules of the association.

**Signed**

**Date**

For more information on VicRoads Association see our website [vicroadsassociation.org](http://vicroadsassociation.org)