



Association of Caravan Clubs Victoria and Their Members Inc. 0459 232 136

Email: admin@accvic.org.au

November 2022

Delegate's Meetings.

4 March 2023 27 May 2023

26 August 2023 (Exec meeting)

28 October 2023 AGM

ANNUAL GENERAL MEETING

The Annual General Meeting of the Association was held via ZOOM on Saturday 5th November 2022.

A total of 34 people were present at the AGM representing 18 Caravan Clubs out of a total of 24.

President's report – Robert Taylor,

It has been an interesting year. Members, people and tourists all seem to be doing things different. Clubs got out and rallied, we held our second Combined Caravan Clubs Rally at Sale.

Attendance numbers to Rallies, Club organised Social Events seem to be down compared to pre COVID times. Some of the caravan parks I stay in have commented about how things are different this year. Weather has impacted us too with floods in NSW, and Victoria. I hope those members who live in areas impacted by our recent weather events are safe, well and receiving all the help they need.

Zoom continued to bring us together. I personally miss the face-to-face contact at our meetings but Zoom saves a lot of time and cost to many of our members.

The Executive Committee is pleased to report we made some head way with our objectives.

What we achieved: -

- ◇ Promoting Clubs to the community. We took a stand at the Melbourne Showgrounds Caravan Show. We cancelled our stand at Sandown Leisurefest due to a lack of volunteers. The Bendigo Leisurefest will go ahead manned by the three local clubs.
- ◇ We hosted a 2nd ACCVic Combined Caravan Clubs rally at Sale with the next to be held at Horsham. Refer to the attachment to this Newsletter for full details. Please phone and book yourselves in.
- ◇ We met with the CEO of the Caravan Industry Association of Victoria. There are lots of opportunities for us and our clubs by working with them.

DISCLAIMER

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Caravan Industry Association of Victoria

We have met twice with Caravan Industry Association of Victoria (CIV.) 1st with Rob Lucas the CEO. He gave us a run down on the many things CIA Vic has planned for the future. The improvements they are planning cover all the elements including manufacturing, hand overs, after sales support and safety. Many of their planned activates will benefit the Caravanner/Recreation Vehicle owner. At our second meeting we were introduced to the new CEO Daniel Sahlberg who will take over on the 1st January. Rob is focusing on the training in the caravan industry. They are keen to partner with us to benefit our clubs and our members.

Public Liability Insurance.

The most important topic for ACCVic this year related to our PLI. The company with which NACC held our policy was no longer providing PLI. The Secretaries of State Associations got to work and after many calls and meetings a suitable provider was found.

Promotions

We are looking for new ways to promote clubs and we would welcome suggestions. We are seeking someone to take on the role of Promotions/Marketing Officer, if you're interested, please contact myself or one of our committee members.

Social media is a good way to get the attention of new people, but the content must be kept current. Please submit pics or stories of your rallies or clubs for our page. This will help you raise the profile of your club. If you want some help to post content email or ring Jen Lowe or myself.

The 18th National Rally—South Australia

The 18th National Caravan Clubs Rally 2022 at Barmera is being held March 27th to April 5th, 2023. Some great activities are organised. The venue is not that far away from us. It's not too late to apply to join.

Conclusion

Resignations - Ken Slade submitted his resignation from Committee.

Peter Hillas is stepping down from his role of Director National Association of Caravan Clubs (the NACC)

Peter, Ken, thank you very much for your work, effort and contributions to ACCVic and NACC

Lastly, our Secretary Jenny Lowe has done a lot of work in the back ground, this year was significantly more with the State Rally, Public Liability Insurance & our Web Site and Facebook page to name a few. Allan Davis has done a sterling job with both the Newsletter and Treasurer all while dealing with some health issues—namely Bladder Cancer. Jenny, Allan your contribution during the year has been very much appreciated. Thank You.

To our committee members thank you for your contribution this year.

We encourage new input into ACCVic and welcome any members to join the committee so that ACCVic can provide what clubs need in the way of assistance into the future.

The future of ACCVic is a concern. No ACCVic means no Public Liability Insurance, the end of Victorian Members Attending National rallies, and no further support for clubs. We need to find people to take on the role of Secretary and President. I am stepping down.

The Annual General Meeting of ACCVic

Unfortunately, at the AGM we received no nominations for President or Secretary of ACCVic.

Therefore the AGM was adjourned until March 4, 2023, which is the scheduled date for the next delegates meeting.

Until then, Rob Taylor will continue as president and Jen Lowe will continue as secretary.

The State Rally will go ahead, and you are still eligible to register for the National Rally at Barmera, South Australia.

We hope that we will have enough volunteers to man a stand at the Victorian Caravan, Camping and Touring Supershow at Melbourne Show grounds, February 22-26, 2023.

All club members need to do a bit of soul searching to find someone who is computer savvy, or prepared to become that way with some training and guidance from the current secretary, Jen, or from the current president, Rob.

If you have had experience in any club as a secretary you would be capable of taking on this role for ACCVic. You can soon gain the necessary knowledge of meeting procedure to take on President.

Thank you to:

Allan Davis for continuing with Treasurer and the Newsletter.

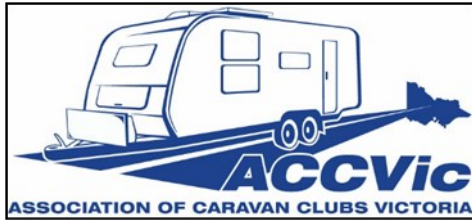
Alan Andrews, Malcolm Carter and Ken Winnell for taking on committee positions.

Stella Breese for being State Rally co-ordinator.

It would be devastating to see ACCVic wound up and clubs left on their own for Public Liability Insurance, and no group organising State Rallies, or promoting clubs to the public.

Just as I was prepared to take on the role nearly 7 years ago, I am sure there is another club member who is prepared to give it a go now—it is not an onerous role and certainly you get to know so many members from other clubs and make lasting friendships!

WE NEED A SECRETARY AND A PRESIDENT.



ACCVic State Rally Horsham 2023

When: 17th – 20th March

Where: Horsham Riverside Caravan Park
190 Firebrace St, Horsham. Ph. (03) 5382 3476

The Association of Caravan Clubs of Victoria and Their
Members Inc.

Registration No—A0011643X

NB: COVID-19 restrictions at that time will affect the type of food we can provide (individually wrapped) and the number of people who can congregate in different areas of the park.

Members are responsible for booking and payment of their site.

Site fees per day- \$38 powered site, \$48 for ensuite site, Single room cabins \$120, Deluxe \$150.

When Booking: let them know you are with the ACCVic Association, and the booking is under Breese.

Please note: Due to limited number of sites, book early

If you could fill out your spending sheet, please give them to Stella on Sunday at Happy hour.

PLEASE NOTIFY THE SECRETARY WHEN YOU HAVE BOOKED YOUR SITE:

AT admin@accvic.org.au or 0459 232 136

We require numbers by 24th Feb 2023 for booking tour and catering.

If you have special dietary requirements, please let the secretary know

Thank you.

Friday 17th March

2:30 – 3:00pm **Volunteers:** Meeting at the Marquee

3:00 – 4:00pm **Registration:** Marquee

Registration for the weekend \$5 per person (Children free)

also, payment for: **Sunday's Tour:** The Stick Shed \$9pp and the Museum - \$30pp (entry and Lunch) or \$15pp (entry and BYO lunch).

3:30 – 4:30pm **Club Presidents/Representatives Meeting:**

1-2 members from each Caravan Club for a chance to exchange ideas.

4:30 – 5:50pm **Happy Hour:** Marquee: Snacks provided BYO drinks

Welcome: From ACCVic President

Weekend program: Stella Breese, Faye and Anthony Molloy

Saturday 18th March

10:00am **Morning Tea:** Marquee:

BYO Tea/Coffee. Biscuits will be provided.

Alternate Free Time: To explore Horsham refer to Things to Do or your information bag.

2:00pm **Social Games:** A spot to be determined.

4:30 – 5:30pm **Happy Hour:** Marquee: Snacks provided BYO drinks

6:00pm **Dinner:** BBQ Provided: Sausages, patties, onions, salad, bread, and sauce. BYO drinks, dinner plates, utensils etc.

7:30pm **Evening activity:** Cards/Board games.

Sunday 19th March

8:00am **Pancake Breakfast:** provided – Marquee:

BYO Tea/coffee, plates, and utensils.

9:30am **Morning Tea:** Marquee: BYO Tea/Coffee.

Biscuits will be provided.

10:00am **Tag-a-Long:** with Faye and Anthony to the *Stick Shed at Murtoa*, a guided tour and is included
Lunch: at *Woods Farming and Heritage Museum*, Rupanyup: lunch 8-point sandwiches, a slice and a drink or BYO lunch. Free tea/coffee available for everyone
Not Required but a CB radio would be useful.

4:30 -5:30pm Happy Hour: Marquee Announce the winner of the fishing competition.
Return Spending Sheets please.

6:00pm Dinner: BYO dinner at the Marquee.

7:30pm **Evening activity:** Celebrity Heads.

Monday 20th March

8:30am Farwell: Marquee: BYO Tea/Coffee Biscuits will be provided.

Pet Friendly

As the Horsham Caravan Park is pet friendly, Pets are welcome to come with you. Some rules will apply to the rally.

Pets are not permitted to attend any activities that involve food or large groups of people.
Please abide by the parks rules with having a pet.

Things To Do

Weekend Activity: Fishing Competition

Is running over the weekend, from Friday afternoon to Sunday afternoon

Sunday night a prize will be awarded to the person with the longest fish

Photos of you and your fish and length measured with ruler.

Good Luck.

Walks

Botanical Gardens – next door. Designed by William Guilfoyle who designed Melbourne Botanical Gardens

Public Art and Heritage Trail

River Walk / wetlands/ Gardens River Trail

Wimmera River/ Lawrie Rudolph Walk – on Barnes Blvd. 15min walk

Art

Horsham Silo Art – 35-39 Wawunna Rd -5min drive, 33min walk

Horsham Town Hall – Art gallery – 71 Pynsent St.

Attractions

Beehive Falls – 49km – Roses Gap Rd., Roses Gap

Framing the Wimmera – 12km - Three Bridges Rd. Horsham

Horsham Military Collection – by appointment 0458 196 706 or 5382 5429, 16 Madden St – 6 min walk

Pink Lake – Dimboola – 44km

The Murtoa Museum Precinct: The Water Tower, Railway Station, and Bell Tower. Open 12pm-2pm.

Mt Arapiles – 38km - Wimmera Hwy

Winery

Barangaroo Estate Winery – 16km - 928 Plush Hannan's Rd Lower Norton

Norton Estate Winery – 17km - 758 Plush Hannan's Rd Lower Norton

Thank you for joining us, see you again



Password Manager

We have all been told many times how to avoid SCAMS and VIRUS'S but do we do as we are told?

Probably not.

One of the things we are told to do is to change our PASSWORDS regularly and NOT TO USE the same password.

Our son, who holds a Bachelor Of Information Technology (he writes computer software) and our daughter who holds a Bachelor of Education (she is a Primary School Teacher) have both been subject to identity theft when information from MediBank, Optus and The Victorian Education Department were all HACKED—meaning that personal data was stolen.

1. Hackers can sell your stolen data to other criminals
2. Stolen personal information is fuel for identity theft—Many online services require users to fill in personal details such as full name, home address and credit card number. Criminals steal this data from online accounts to commit identity theft, such as using the victim's credit card or taking loans in YOUR name. I bet they don't repay your loan though.....
3. Login details are needed for account takeover—Criminals use stolen login credentials to break into accounts with payment details, such as shopping accounts. This is called account takeover, and it often leads to identity theft. If the hacker changes your password, you will also lose access to your account. Account takeover can be costly if the hijacked account includes payment details.

Here is a free for personal use PASSWORD MANAGER—<https://bitwarden.com/pricing/> - that my son, the computer expert uses and trusts. It's called BITWARDEN INC and its headquarters are located in Santa Barbara, California USA.

I have just set it up on my computer and yes it is a bit complicated as BITWARDEN must be added to your browser as an extension—ask your grandchildren how to do it.

Once that is done it works a treat.

You can then ask BITWARDEN to generate a new password or do it yourself. These new passwords can be as complicated as you like and can be changed monthly.

The Honorary Manager of the Caravan Council of Australia, Mr Colin G Young, has stated that it seems *certain* that - because of the unacceptable high number of serious accidents and incidents - notably drivers being *booked* for improper **loading** and **driving** offences - involving caravans on our roads - some form of Caravan-Towing **Endorsed Licence** and/or **Driver Training** test will soon be introduced... on a **national** basis.

A major improvement in **Caravan Road Safety** would no doubt be achieved - in a **quick** and **practical** manner - by introducing at least a **Theoretical Towing-Education** program.

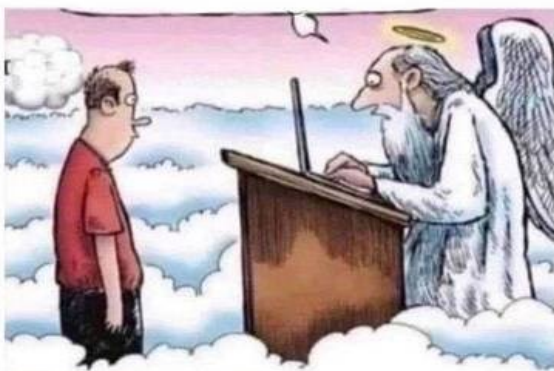
The theory test covers 6 pages and covers questions on ATM, GTM, GVM, GCM and what all the numbers and letters on your tyres mean. Also questions on when caravan brakes are required to be fitted, ball weight.

Clearly, a **prime** cause of the numerous serious caravan problems, complaints and litigation, is the permitted use of "**Self-Certification**"... along with *totally-inadequate* Regulatory Control of the industry. Hopefully these *fundamental critical* issues will be *eventually* resolved by the implementation of proper and effective legislative action.

A program requiring **every** driver who tows a caravan to undergo a **practical** Driving Education & Test program, would be a **mammoth** exercise... regarding the time required, costs involved, organisation of scheduling facilities and personnel, and *evaluating* the *effectiveness* of the program.

Without a shadow of a doubt, the **basic cause** of the vast majority of caravan problems on the roads, is the **lack of education**, and understanding of, the **vital Legal** and **Technical** aspects involved with driving a "combination" on the road. A Tow-Vehicle and Caravan "combination", presents more *inherent* potential problems than does a Semi-Trailer, regarding **Handling** and **Stability**. Having the *Coupling* quite some distance **behind** the rear-axle of the tow-vehicle, is a fundamental negative factor.

**You Almost Made It
Except For The Language
When Working On Your Truck.**



**I MISS BEING ABLE TO SLAM MY PHONE
DOWN WHEN I HANG UP ON SOMEBODY.**



**VIOLENTLY PRESSING "END CALL"
JUST DOESN'T DO IT FOR ME!**

My wife sent me a text that said,
"Your great"

So, naturally, I wrote back, "No,
you're great"

She's been walking around all
happy and smiling.

Should I tell her I was just
correcting her grammar or leave
it?

SURVEY STATISTICS

Of the **2270** consumers who responded to the survey



67%

paid over **\$60,000** for their new caravan



37%

stated they had to wait longer than **6 months** for delivery of their caravan



65%

stated this was their first time buying a caravan

BUYING



29%

stated a representation made during the sales process turned out to be inaccurate

47% misled about warranties

14% misled about tow weight

4% misled about off road capabilities

WHEN A FAULT OCCURS



80%

stated they had experienced a fault with their new caravan

50% classified their fault as a major failure

48% classified their fault as a minor failure

48% had to wait longer than 2 months for repairs



66%

were aware of their consumer guarantee rights

28% said they mentioned them to a retailer when communicating about their fault



13%

stated they had a dispute with a retailer over their caravan's fault

63% settled their dispute via private resolution

32% settled their dispute via some other method

4% settled their dispute via court or tribunal

I told my wife she should embrace her mistakes... She hugged me.



WORLD'S SHORTEST FAIRY TALE

ONCE UPON A TIME, A GUY ASKED A GIRL "WILL YOU MARRY ME?"

THE GIRL SAID, "NO!"

AND THE GUY LIVED HAPPILY EVER AFTER AND RODE MOTORCYCLES AND WENT FISHING AND HUNTING AND PLAYED GOLF A LOT AND DRANK BEER AND SCOTCH AND HAD MONEY IN THE BANK AND LEFT THE TOILET SEAT UP AND FARTED WHENEVER HE WANTED.

THE END



Alan Hall

1h · 🧑🏻



Lesson to be learnt; My wifes cousins from Germany recently set off on their trip around Australia from Whyalla SA a little over a week ago but had an accident at Marla in the states far north. They indicated to turn right into Marla but a road train following mistook their signal as an indication to overtake not realizing they were actually turning right. Their camper sustained major damage by being T Boned from the rear and will be written off by their insurance company They made it back to Whyalla by bus and onto Adelaide with us where they have purchased another camper and are off again LESSONS TO BE LEARNT; Nobody should use indicators to signal when it is safe to overtake. All drivers should ignore such signaling and make their own decisions whether it is safe or not. In this instance the truck driver has been assessed as totally at fault and we are all lucky that nobody was seriously hurt



Billion dollar idea.

A smoke detector
that shuts off
when you yell

"I'm just cooking!"

Most people aren't aware of their bad habits and need an expert to point them out. These are the most common bad driving habits witnessed by RACV Drive School instructors.

Not signalling at roundabouts

It's a common point of contention among motorists – do you need to signal when using a roundabout to drive straight?

According to RACV Drive School Senior Instructor, Silvia Morris, the law is quite clear. “What many drivers often do not realise is that Victorian legislation states that drivers must signal left before they leave a roundabout when it is practical to do so,” she says.

“It may be unpractical to put your indicator on if you are travelling straight through a small roundabout, as your hands will be in motion managing the steering. However, at larger roundabouts where this is practical it can assist with traffic.”

The legislation also means you should indicate left when exiting a roundabout on the right.

“If you are turning right at a large roundabout you should start by signalling right, and then change your indicator to a left indicator when you pass the exit prior to the one you plan to take.”

Incorrect vehicle shutdown technique

You've pulled into a parking spot – do you put your car into park first, or do you apply your handbrake first?

“When parking, many drivers will put the car into the relevant parking gear first and then apply the handbrake last. This technique can increase the wear and tear on transmission components and may lead to repair costs,” Morris says.

“Drivers should apply the handbrake first in automatic vehicles, and then put the vehicle in Park (P) gear before turning the engine off. Drivers of manual transmission vehicles should also apply the handbrake first, and then select the relevant gear for parking.”
That means putting your manual car into Neutral if parking on a flat surface, in First gear if parking uphill, and in Reverse if parking downhill.

Not indicating when changing lanes

Most drivers know you're required to indicate when changing lanes. But do you know exactly when you should use your indicator?

Morris advises that motorists should use their indicator before they start changing lanes.

“Your indicator should be used as a tool to let people know your intentions, rather than a tool to say I'm moving right now,” she says.

“If you communicate your intention to other road users beforehand, if you missed something then that hazard can potentially try to avoid you.”

Don't skip your head checks when changing lanes either. Drivers can get lazy over time or rely too much on technology (like blind spot indicators) when changing lanes. Morris recommends always doing a physical head check as a precaution, to avoid vehicles that have already entered your blind spot or are approaching laterally.

Hands at 10 and 2, not 9 and 3

Prior to the inclusion of airbags in cars, it was common practice to teach drivers to position their hands at 10 and 2 on the steering wheel. “Driving with your hands in this position now increases your risk of injury in the event of an accident,” Morris says.

The National Road Safety Partnership Program now recommends drivers position their hands at 9 and 3, which allows your airbag to safely deploy should you be involved in an accident.

Being inflexible with travel route

Even if [printed maps have gone out of fashion](#), it's still important to be flexible when navigating the roads.

“I've lost count of how many times I've seen drivers brake suddenly or erratically change lanes at the last moment so they can make a turn,” Morris says.

“This seriously dangerous behaviour [that] puts themselves and all the other road users around them at risk.” If you don't have time to make a turn safely, take the next available turn, or perform a U-turn where safe to do so. Or plan your trip before setting out with a [flexible journey planner like arevo](#).

Driving on painted islands

Roads often feature a flat, painted island prior to a dedicated turning lane, with some drivers confused as to whether you can drive on this island.

“Vehicles are permitted to drive on a painted island with a single continuous line around it for up to 50 metres to enter a turning lane that begins immediately after the painted island, or to enter or leave a road,” Morris says.

If you are driving on a painted island, you must give way to any vehicles already in the turning lane that follows the island, as well as vehicles entering from the lane beside the turning lane.

Illegally parking near continuous lines

Did you know it's illegal to park within three metres of a **single** continuous line? Many drivers don't. "It seems drivers are not aware that it is illegal to park within three metres of a single continuous line, unless there is a parking control sign stating otherwise," says Morris.

These lines are commonly found in locations where it is dangerous to park, such as close to intersections or bends in the road.

"Parking illegally next to these lines puts other road users at risk when they are forced to travel at a dangerous position in the oncoming lane to manoeuvre around the parked car."

Low-level speeding

You might not think it matters if you're going only a few kilometres over the legal speed limit, but there are very real consequences to even low-level speeding.

"For every 5km you drive above the speed limit your chance of having an accident is doubled," Morris says. Exceeding the speed limit is unlikely to get you to your destination faster either.

"It is not uncommon to see drivers erratically weaving through traffic to try and get ahead, yet the safer drivers always seem to catch up to them at the next traffic light anyway."

Using bicycle and bus lanes correctly

Don't wait until the last moment to enter a bicycle or bus lane if you need to turn left.

Motorists are permitted to enter a bike lane up to 50m before turning left, so long as they indicate their intention to turn and give way to cyclists.

"When drivers don't use the bicycle lane before turning, they not only disrupt the flow of traffic, but they also put themselves at a higher risk of a rear end collision if they unexpectedly stop to give way to a pedestrian for example," Morris says.

Drivers can likewise use a bus lane for the same purpose and can enter the lane up to 100m from the turn.

Only using headlights at night

Your headlights shouldn't just be used when it gets dark. "[When visibility is impaired](#) due to conditions such as rain or fog, or at dusk, dawn and night-time, I often see motorists driving without their headlights on.," says Morris.

"Even when it is still light outside sun glare during dusk and dawn can impact visibility and makes vehicles harder to see." Put your headlights on in these conditions to minimise your risks while driving.