



Association of Caravan Clubs
Victoria and Their Members Inc.
Newsletter September 2019

Delegate's Meetings.

Held at **Ross House,**
247 Flinders Lane Melbourne.

1st floor Room 0.1

Rainbow Room.

November 23, 2019 10:30 a.m. - AGM

Dates for meetings in 2020.

The following dates have been accepted by those present at the recent meeting as suitable dates for ACCVic delegates meetings for 2020:

March 15th,

May 23rd, and

October 24th.

I was driving when I saw the flash of a traffic camera. I figured that my picture had been taken for exceeding the limit even though I knew that I was not speeding.

Just to be sure, I went around the block and passed the same spot, driving even more slowly, but again the camera flashed. Now I began to think that this was quite funny, so I drove even slower as I passed the area once more, but the traffic camera again flashed.

I tried a fourth and fifth time with the same results and was now laughing as the camera flashed while I rolled past at a snail's pace.

Two weeks later, I got five tickets in the mail for driving without a seat belt.

You know, you just can't fix stupid.

The next ACCVic meeting is on the 23rd of November which is the AGM.

As per Consumer Affairs rules for Incorporated Clubs all positions need to be declared vacant.

The normal practice is for the existing committee members to re-nominate for their current positions.

NB - The current Secretary will not be standing for re-election at the November AGM. The current secretary will guide the new secretary as needed.

I have looked at the Consumer Affairs web site on this matter and I have phoned them to get a better understanding of what happens if nobody nominates for the role of Secretary. The short answer was that every Incorporated organisation MUST have a Secretary. In short no secretary then the club must fold.

Therefore this role must be filled.

NB - The current treasurer will also not be standing for re-election at the November AGM. The current treasurer will provide assistance to who ever takes his place.

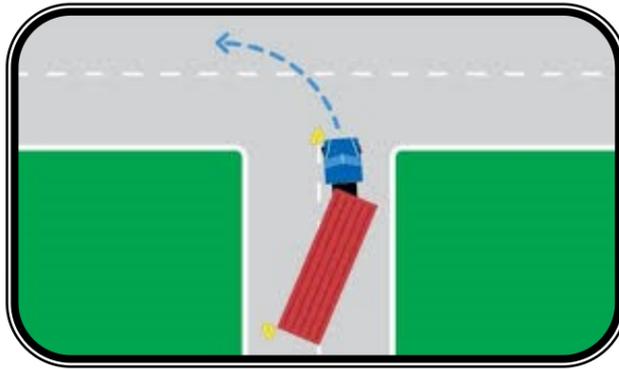
NB - The current Newsletter Editor will not be standing for re-election at the November AGM due to ill health including cancer.

Please ask your club members if they wish to take on these important roles.

For more information on these roles please contact the secretary.

DISCLAIMER

The material in this Newsletter is in the nature of general comment only and neither purports, nor is intended to be advice on any particular matter. No person should act on the basis of any matter contained in the Newsletter without considering and, if necessary, taking appropriate professional advice upon their own particular circumstances. The Association of Caravan Clubs Victoria Inc, the authors and editors, expressly disclaim all and any liability in respect of anything done or omitted to be done, any such person in reliance, whether whole or partial, upon the whole or part of the contents of the Newsletter.



I have been asked to do some research on the subject of “DO NOT OVERTAKE TURNING VEHICLE SIGNS” and your legal requirements.

While its easy to read the law on this matter, not being a lawyer makes it hard to fully understand the legal requirements. You will therefore need to make your own decision whether or not you fit these signs and the associated legal and Insurance concerns.

Copied from the web site called Victorian Consolidated Regulations:-

Please note that if your vehicle (meaning the towing vehicle together with the trailer / caravan and projecting load) needs to straddle lanes or turn (as shown in the picture of a truck turning above) from an adjacent lane in order to turn left or right at intersections, and it is 7.5 metres long or longer, you must have the sign “DO NOT OVERTAKE TURNING VEHICLE”.

Not having “DO NOT OVERTAKE TURNING VEHICLE” sign on these vehicles is illegal.

The unknown consequences of not having one of these signs and having an accident and needing to claim on your Insurance Company is that the insurance companies may refuse to pay up.

What I suggest that you do either as an individual or as a club is to find a suitable corner with two turning lanes and ask your passenger or a friend to get out of the vehicle and to watch and see if you encroach into the other lane. If you do (assuming your over 7.5 meters long) then you need a DO NOT OVERTAKE TURNING VEHICLE sign.

Roundabouts - NSW

[Drivers approaching a roundabout](#) must use their indicators when turning left, right or making a U-turn and give sufficient notice of their intent to turn. If going straight ahead, there is no requirement for drivers to signal when approaching the roundabout. When entering a roundabout drivers must slow or stop to give way to any vehicle already in the roundabout. When exiting a roundabout, whether you are turning left, right or straight ahead, you must always indicate a left turn just before you exit, unless it is not practical to do so (when travelling straight ahead on a small single lane roundabout as it may be impractical to indicate left when exiting).

WA says a similar thing - IE use indicators to exit a roundabout.

Victoria says - if practicable, signal left as you exit.

Photos of one of our Bendigo Caravan Club Members, John Symons, about 50 kilometres from Arkaroola in South Australia. Apart from a flat tyre you will notice that all 6 of the studs have been sheared off. Thankfully the RACV (through SA’s RAA) came to the rescue. The owners theory is that it’s cheaper to pay the RACV Total Care annually than get hit with one BIG bill when you need assistance.



While we might drive newer 4WD’s and Caravans the scenery still looks the same.





Royal Flying Doctor Service

The Association of Caravan Clubs Victoria was recently thanked for its past donations to the RFDS. No doubt other clubs and their members have also donated to this very valuable service in the past.

The RFDS is now embarking on a new game changing service with the introduction of two jets which can get to patients twice as quick as the current propeller driven planes. These two jets were designed by the RFDS and built by PILATUS of Switzerland.



Can land on dirt air strips.

The RFDS says that time saves lives - and as Caravanners who travel extensively one of those lives saved may be yours.

The RFDS is now over 90 years old, can you imagine what life would be like in the outback without the RFDS?

The world's first purpose-built aeromedical jet, the RFDS Medi-Jet 24 really is in a class of its own:

- **ICU capability for three stretchered patients** – enhanced response to mass casualty incidents or natural disasters
- **Custom rear patient loading door** – safer, quicker loading of patients and specialist medical equipment
- **Built-in patient stretcher-loader** – optimum patient safety and reduced risk of injury to clinicians
- **Advanced bariatric solution** – enhanced stretcher and stretcher-loader weight lifting capabilities
- **Right-engine Quiet Power Mode** – constant electrical supply and cabin conditioning whilst standing on tarmac
- **Superior short-field take-off/landing** – greater operational flexibility and access to regional aerodromes
- **Unpaved airfield capability** – unmatched airfield access and mobility in remote parts of the country
- **Certified for single-pilot operation** – unrivalled operational efficiency and payload carrying capability

PERFORMANCE:-

Maximum cruising speed of 815km/h (440 knots)

Aeromedical range >3,400 kilometres

Aeromedical payload > 1,000 kg

Maximum altitude 13,716 metres (45,000 feet)

Minimum runway length 1,200 metres

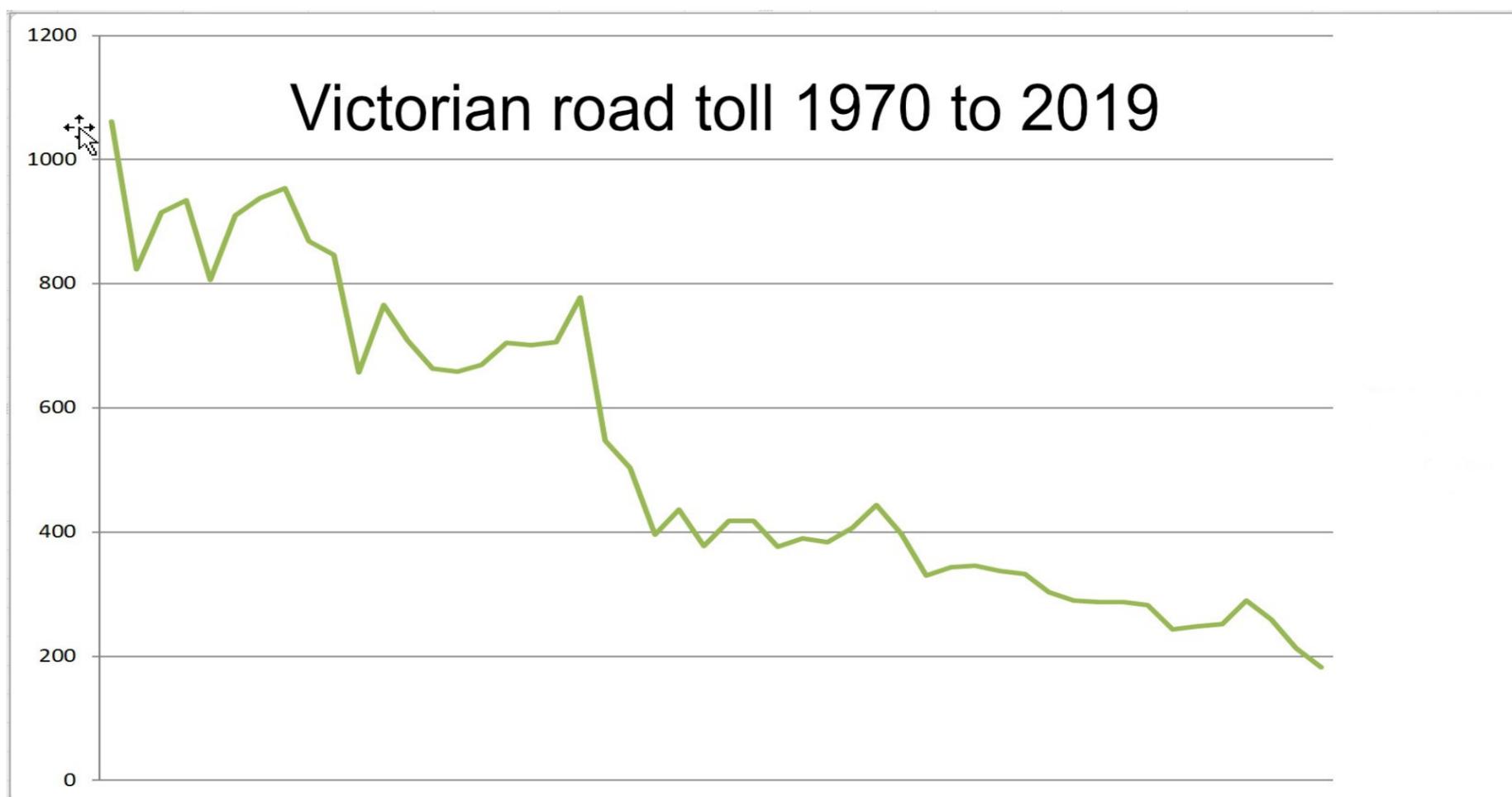
Best wishes and safe travels to all those heading West for the National Rally at Albany.

The Bureau of Statistics expects one in four Australians to be aged over 65 by 2050 - with more people aged over 85 than today's population of Western Australia (about 2.72 million).



The "FATAL FIVE"

The most common causes of fatal vehicle accidents in Australia.



As you can see from the above graph the number of lives lost on Victorian roads since 1970 has dropped dramatically.

However 183 lives have been lost in Victoria to 15/8/2019 which is a 48.8% rise on the same time last year.

1. Speeding

Speeding, is involved in around a third of fatal accidents on Australian roads.

2. Driving under the influence

It's hardly surprising to find that drunk driving is a major cause of death on Australian roads, matching speeding with its involvement in around 30% of all road deaths. Despite many public awareness campaigns around this issue as well as strict policing of drunk driving, many drivers still choose to take the risk of driving under the influence. ALSO - Drug driving is a contributor factor in up to 41% of road fatalities in Australia.

3. Not wearing seatbelts

Victoria became the first in the western world to legislate for compulsory wearing of seatbelts. Most new cars have a reminder so wearing one should be automatic. Statistics suggest that you are around 10 times more likely to die in a car accident if you're not wearing a seatbelt. Individuals who are not wearing seatbelts in head-on collisions at any speed are even more at risk.

4. Fatigue

Impaired reaction times, impaired decision making ability and micro-sleeps. Remedy - stop for 10 to 15 minutes every two hours and/or take a power nap.

5. Distraction

Includes eating, drinking (coffee etc), Interacting with the cars audio system, looking at the passenger while holding a conversation and distracted by young children. Mobile Phones should also be included in this section.