



Association of Caravan Clubs Victoria and Their Members Inc.

0459 232 136

Email:- admin@accvic.org.au

Delegate's Meetings.

4 March 2023—10:30am via Zoom

To finalise the AGM

27 May 2023

26 August 2023 (Executive meeting)

28 October 2023—AGM

February 2023

President's Report

It is with great pleasure that we announce that we have found a new Secretary.

Her name is Janice Hadgraft from the Jayco Getaway Club of Victoria.

The Secretary contact details will remain unchanged.

Phone number — 0459 232 136

Email Address — admin@accvic.org.au

On behalf of the Association and all Caravan Club members we give a big thank you to Janice.

Don't forget that the Association State Rally is on in **Horsham** from March 17th to the 20th 2023.

See the November 2022 Newsletter for full details. (All past newsletters can be found on the website <https://www.accvic.org.au>)

You can still book a site right up until the 10th of March, however sites not booked by February 24th will be released to the public. Once you book just let our secretary Jen, know by phoning 0459 232 136.

DISCLAIMER

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Bendigo couple celebrate 200 rallies

What a great achievement.

The President of the Bendigo Caravan Club presented Graeme and Nancy with their 200th rally badges, flowers and a card.

Graeme gave a short speech saying their first rally was what was called a "roving rally" in 1994 started at Redesdale which is just south east of Bendigo, then Nagambie and finishing at Rushworth.

Back then new members you had to do 3 rallies, then the club had to vote before you could become a member.



Graeme and Nancy have now been members of the club for 29 years.

During that time Graeme has been Treasurer for 3 years, Rally Co-Ordinator for 3 years and President for one year.

Nancy has been Secretary for 3 years and Newsletter Editor for 10 years.

They have also both made life-long friends with many club members.



Congratulations.....

**Dog truly is a man's
best friend. 😂**



Ford Ranger

Back in September 2022 Ford started apologising to clients who bought their new Ranger. Two very unhappy new Ranger purchasers even appeared on Channel 7's Current Affairs in January this year.

Apparently back in September 2022 several hundred new-generation Ford Rangers had to go back to the dealership within days of customers receiving their NEW vehicles, to deal with vibrations and electrical gremlins.

Other problems included quality concerns ranging from faulty zone lighting, infotainment screen bugs, and tail shaft vibrations.

Ford dealers in Australia have also been instructed to complete more thorough pre-delivery test drives to check for any tail shaft vibrations on both 2.0-litre four-cylinder and 3.0-litre V6 diesel vehicles. In most cases, the faulty or unbalanced component is replaced rather than repaired.

This web site also lists this problem:- <https://magazine.unsealed4x4.com.au/unsealed-4x4-issue-067/ford-ranger-3-2l-common-problems-and-solutions>

Oil pump blues

Oddly enough, the biggest watch-out for Ranger owners is not exactly a fault, but more of a foible. But whatever you call it, being ignorant is going to cost you dollars, brain damage and maybe even an engine. See, the Ranger uses a variable-displacement oil pump, aimed at improving efficiency by not pumping more oil than is necessary at the time. As such, it uses a chain-driven design that is not self-priming. And there's the big clue.

The problems start when an owner (or a workshop without the right service bulletin) drains the Ranger's oil and goes off to make a cup of tea or answer the phone while the oil drains. Ordinarily, this is a great idea, but not with a Ranger five-cylinder. If the oil is left drained (or draining) for more than about 10 minutes, the pump can 'bleed out'. Then, when the sump is refilled and the mechanic hits the key, the dry pump won't prime itself and the engine is effectively running without oil pressure.

Run like that for any length of time, and the engine will be shrapnel before you can say 'big ends'. The same web site goes on to discuss Injection failure, Flywheel and clutch worries and EGR coolers.

Change of plan

My original plan for this winter was to travel to South Australia then up the centre of Australia to Darwin to catch up with friend and then back to Katherine and turn right heading to Kununurra and then Broom. Then visit Western Australia's magnificent wild flowers.



The above image is of the Brooking Channel Bridge on the Great Northern Highway following recent floods in the Kimberley area.

Engineers will assess the destruction of major bridges on the trucking route connecting Western Australia and the Northern Territory soon amid concerns key infrastructure **could take months, or even years**, to fix.

Main Roads WA and structural engineers will assess the Fitzroy River Bridge on the Great Northern Highway, as photos and videos emerge showing that the bridge has collapsed after being hit with record floods.

Detours for trucks delivering food and medical supplies to communities isolated in the floods add an extra 7,400km, as they are currently forced to drive from Perth to Port Augusta to Katherine and then to Western Australia.

In full flood the flow rate down the 15 km-wide flood plain at Fitzroy Crossing is estimated to be 23,000 cubic metres per second, which in six hours this volume of water could fill Sydney Harbour.

So it looks like we are headed to Cairns this year.....



RV Safe Educational Videos

This web site has a series of videos that may be of interest.

<https://mailchi.mp/c9f4967c9ff2/rvsafe-616649?e=cdd42f46c9>

The image below is just a picture — meaning you cannot click on it and go to the video.



3:15 VIDEO
Caravan Payloads



2:00 VIDEO
Caravan Towing Mirrors



1:39 VIDEO
Breakaway Brakes



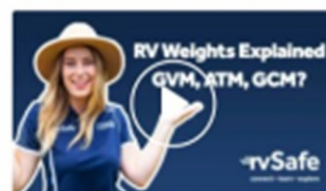
3:19 VIDEO
Motorhome and Caravan Driving Tips



2:47 VIDEO
Reversing your Caravan



1:35 VIDEO
Sharing the Road with Trucks



3:39 VIDEO
RV Weights Explained – GVM, ATM, GCM?



2:12 VIDEO
Learn about Caravan and Motorhome Tyres

RV Safe also has a list of RV Road Rules which can be found here:-

<https://rvsafe.com.au/rv-road-rules-summarised/>

This, and the above videos could be considered required viewing/reading for all club new members.



Used to be rock around the clock, now it's limp around the block.





Electric Vehicles

Top 20 selling car models – 2022

1. Toyota HiLux – 64,391
2. Ford Ranger – 47,479
3. Toyota RAV4 – 34,845
4. Mitsubishi Triton – 27,436
5. Mazda CX-5 – 27,062
6. Toyota Corolla – 25,284
7. Toyota Landcruiser – 24,542
8. Isuzu Ute D-Max – 24,336
9. MG ZS – 22,466
10. Hyundai i30 – 21,166
11. Toyota Prado – 21,102
12. Mitsubishi Outlander – 19,546
13. Kia Sportage – 18,792
14. Hyundai Tucson – 17,870
15. MG MG3 – 16,168
16. Mazda CX-30 – 13,891
17. Mazda BT-50 – 12,937
18. Mitsubishi ASX – 12,753
19. Toyota Kluger – 12,562
20. Kia Cerato – 12,354

I think most of us have problems with various internet sites—me included.

The list to the left was provided by the Federal Chamber of Automotive Industries as at December 2022, so one would expect it to be accurate.

However when I do an internet search on how many Tesla's were sold in Australia I get a figure of 19,595.

BUT, Tesla doesn't appear in the list?

It is interesting to note that Chinese made MG's sit at position number 15.

I was recently asked to look at a damaged van for a customer today. I will not identify the brand but please be very careful in what you decide to buy. (I being a repairer not the editor)

This is a 2015 caravan that realistically is beyond economical repair and is being sold at auction.

No evidence of any insulation was seen, multiple areas had piercings through electrical wires and totally damaged and rotted.

When will these caravan builders be held accountable for what they build. As I said this is only an 8 year old van.

Also to clarify it was built here in Australia and was not an import.

This is just for awareness to check any van carefully.



If you look really closely, you can see two donkeys staring at each other.

