



NEWSLETTER No. 220 July 2025

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NEXT MEETING - Sunday, August 17th , 2025

Meeting Held 20th July 2025

This was a General Meeting

Members: 57 Attended 2 New John and Sandy Keetly 8 Apologies and 4Visitors

Raffle Winners

1st prize \$50.00 Helen Smyth

2nd prize \$30.00 Helen Smyth

3rd prize \$20.00 Fay Evernden

Winners of Gift Cards donated by **Creightons**

1 x \$30.00 Helen Eadie

1 x \$20.00 Jimmy Richardson

Winners of \$10.00 Gift Cards supplied by **The Doylo**

Susan Edwards and Margaret Dick

Birthdays for August



Keetley Sandy	2-Aug	Lee Sing William	3-Aug
Strachan Kim	2-Aug	Strachan Norm	19-Aug
Moore Joy	5-Aug	McConville Bill	21-Aug
Kane Coral	10-Aug	Wells John	25-Aug
Laney Lorraine	12-Aug	Keetley John	27-Aug
Mary Kelly	15-Aug	Maranik Aado	28-Aug
Roth-Magar Jenifer	22-Aug	O'Brien Bill	31-Aug

Club Shirts

It is so great to see so many members in their club shirts.

If you require a club shirt, please see Bev Insull

Welcome to our New Members

Lyndsey and Vivienne Heal



Medical Information Booklet

If you would like some of these booklets, please add your name and how many booklets you require to the list at the next meeting, or phone Leonie to put your requirements on the list.

The booklet comes in a plastic pouch, has 4 pages for you to complete your medical information, plus an introduction page. See Sample at the meeting

Cost per booklet =



\$3.00

TLC 2026 MARCH RALLY

03/03/2026 -10/03/2026

BONNY HILLS INGENIA HOLIDAY PARK

Beach Street, Bonny Hills

Pet Friendly

Phone 02 6585 5655 to book your site.

When you book make sure you say you are part of Tuggerah Lakes Caravanners

Site Prices

Powered Site

\$360.90 for 7 nights.

Drive-through Site \$443.70 for 7 nights
Ensuite Site \$650.70 for 7 nights
Studio Cabin \$909.00 for 7 nights
Contact the park for prices of other Cabins.



Phone the park on 02 6585 5655

Ask if you have any credit due from early departure from

SW Rocks 3 – 10/3/2025

The park have advised that they will only hold sites without payment of deposit until Friday 20/5/25. On 19th June, we are advised that bookings can be made and will still attract a 30% discount, BUT that will be on the pricing at that time, not the original quote.

CURTIS FARM STAY

8/09/2025 – 15/09/2025

Meg has asked that members be made aware of the possibility of staying if you DO NOT have toilet and shower facilities in your van.

Also, some members have asked about dumping the toilet waste.

There are two toilets at the farm plus a long drop toilet not quite as close. It is possible to dump your toilet in any of these.

There is one shower which could be used by those who do not have their own shower onboard. This should make it much easier to make the decision to join in with what promises to be a fun time.

Make sure you put your name on the booking sheet

Camp Recipes

NACHOS

INGREDIENTS

Corn chips
Mince or black beans
Salsa or spaghetti sauce
Grated cheese
Sour cream
Avocado



Cook mince

Lay foil tray with corn chips add mince salsa and grated cheese heat up
Over fire. When ready serve with sour cream and avocado

Joan

Are you aware that resealing of your van is crucial



After a recent trip when we returned our van to All About Caravans for storage, a serious water leak was discovered by Mark. He mentioned that all caravans should have their seals checked every 2 – 3 years. I was unaware of this – so I did a google search on this problem.

The following is an excerpt.

“Maintaining the integrity of your caravan by regularly resealing is crucial to prevent water damage, protect its structure, and ensure it remains in excellent condition. Without proper resealing, moisture can seep into your caravan’s seams and joints, leading to serious long-term damage, including mould growth and rot. How often your caravan needs to be resealed depends on several factors, such as:

Age and Condition: Older caravans or those showing signs of wear and tear on their seals often require more frequent resealing. It’s advisable to reseal every 1-2 years to keep it protected from the elements.

Usage: Caravans that are frequently on the road or exposed to extreme weather conditions, such as high heat, heavy rain, or frost, may need resealing every 2-3 years.

Inspection: Regular inspection is the key.

As a general rule, most caravans benefit from resealing every 3 -5 years.”

Thanks, Fay, for this important information

Security Credit and Debit Card

Question:

Is it legal for a company to retain my credit card details after I make a payment with them

Answer:

In Australia, a company *can* retain your credit card details after a payment—but only under strict legal and security conditions. Here's how it breaks down:

Legal & Regulatory Framework

- **Privacy Act 1988:** Businesses must protect personal information, including credit card data, from misuse, loss, or unauthorised access. *More information at <https://business.gov.au/online-and-digital/cyber-security/protect-your-customers-information>*
- **Australian Privacy Principles (APPs):** These require transparency, lawful purpose for data collection, and secure handling.
- **PCI DSS Compliance:** If a business stores, processes, or transmits cardholder data, it must comply with the Payment Card Industry Data Security Standards. This includes encryption, restricted access, and regular security audits. *More information at <https://sprintlaw.com.au/articles/storing-credit-card-details-australian-business-legal-obligations/> and <https://legalvision.com.au/should-i-collect-credit-card-details/>*

✓ When Retention Is Allowed

- **Ongoing services:** If you're on a subscription or recurring billing plan, companies may retain your card details to process future payments.
- **Legal or contractual obligations:** Some businesses may retain details temporarily to comply with financial regulations or dispute resolution processes.
- **Explicit consent:** They must inform you and obtain your agreement—usually via terms and conditions or a privacy policy.

✗ When It's Not Okay

- **Unnecessary retention:** If the transaction is complete and there's no valid reason to keep your data, it should be securely deleted.
- **Poor security practices:** Retaining details without encryption or access controls can breach both PCI DSS and privacy laws.
- **Physical records:** Storing card details on paper forms is risky and generally discouraged unless absolutely necessary.

📖 Your Rights

- You can request access to your stored data and ask for its deletion if it's no longer needed.
- If you suspect misuse or a breach, you can report it to the Office of the Australian Information Commissioner (OAIC).

New Caravan Standards AS/NZS3001.2:2022

REDARC Electronics acknowledge and fully support the new standard introduced in **AS/NZS3001.2:2022**, which address various aspects of the electrical system safety in RVs (Caravans, Motor Homes, and Camper trailers). This standard is driven by a collective commitment to enhancing safety of the installation of electrical systems, including batteries.

Several REDARC products require specific installation methods and considerations to achieve compliance with the standard, including inverters, solar panels, fuses, wiring and batteries.

The following FAQ focusses on the specific requirements relating to battery installations outlined in AS/NZS 3001.2:2022.



FAQS

What is the new standard?

AS/NZS3001.2:2022 outlines requirements and guidelines for various aspects of the electrical system in Caravans, RVs, and Camper trailers. The standard considers wiring, inverters, solar panels, and batteries. The standard also requires batteries to comply with AS IEC 62619.

What is driving the change in standards?

The change in standards is driven by the need to improve safety and consistency in the storage of batteries in RVs. The new standards, AS/NZS3001.2:2022, have been developed in consultation with electrical experts and industry professionals to address safety concerns and ensure standardization in the industry.

When do they become active?

After a 12month phase in period, AS/NZS 3001.2:2022 superseded the older AS/NZS 3001:2008 Standard on 18 November 2023.

Who does it apply to?

The standards apply to everyone buying or using a new recreational vehicle build but are of particular importance to manufacturers and importers of recreational vehicles.

Do I need to comply to the new standard?

The standard applies for any new installations from the 18th of November 2023 (the effective date).

The new standard applies to any new electrical installations (vehicle builds) conducted after the effective date, but not to existing installations. Installations prior to the effective date will be assessed against the standards at the time of installation so long as they meet basic safety standards.

Typically, repairs may be conducted using methods, fittings and fixtures that were acceptable at the time of the original installation. Alternatively, currently available methods fittings and fixtures available as direct replacements may be used, providing that basic safety requirements are met.

Alterations, e.g. replacing lead acid batteries with lithium batteries, are to be completed in line with the current (new) standards and shall not compromise the remainder of the installation.

REDARC recommends consulting a professional and ensuring the installation complies with the new standard.

Will it affect my existing installation?

The new standards are unlikely to affect installations prior to 18 November 2023. However, if you plan to make any alterations or updates to your RV's electrical system, including battery system, it is advisable to consult with a qualified professional to ensure compliance with safety standards.

In a nutshell, what are the key changes?

The key changes include requirements for the installation, mounting and wiring of electrical systems into RVs including inverters, solar, wiring and batteries. With respect to batteries the changes focus on minimising the potential for adverse events by considering **protection against harmful gasses and fumes and to prevent their build up, fire, damage from water ingress, damage from physical impact and to make sure they are installed and operating withing the batteries specifications.**

What REDARC products does it affect?

The new standards will affect the REDARC Lithium battery range, when installed in recreational vehicles. LBAT12100, LBAT12100-HD and LBAT12200 (Note: LBAT12150-SB does not comply with AS/NZS 3001.2:2022)

Do REDARC lithium batteries comply with the new standard?

The LBAT range of REDARC batteries, except the LBAT12150-SB, comply with IEC62619, a requirement of the new standard. If these REDARC batteries are installed in accordance with the standard, they are meeting the standard.

What do the standards say about lithium batteries in caravan/camper trailers?

The new standard stipulates that a lithium battery cannot be installed in a habitable living area, such as inside a caravan or camper trailer, unless it is placed in a sealed enclosure, or the installation location is sealed off from the habitable area and the sealed off area is vented to the exterior environment.

How do I get a copy of this standard / can you send me a copy of them?

You can obtain a copy of AS/NZS3001.2:2022 by purchasing it from Standards Australia.

<https://storestandards.org.au/>

Where do I get more information about this standard?

Standards Australia

<https://storestandards.org.au/>

Caravan Industry of Australia is another great source of information and have released articles on this topic at,

<https://rvelectricalready.com.au/>

Can the batteries be mounted on the outside of the caravan (i.e. Chassis)?

Yes, as this is not classed as a habitable environment, lithium batteries can be mounted on the exterior of the caravan. When installing outside the vehicle it is important to ensure that the installation ensures the batteries are operated within their specifications. The installation must be protected from physical damage, operating within its temperature range, adequately IP rated to protect against water and dust etc.

How do I install batteries within the standard if the batteries are to be mounted inside the caravan?

When installing batteries inside the caravan while adhering to the standard, it is essential to place the batteries within a sealed enclosure, with venting directing gases outside of any habitable areas whilst also ensuring that the enclosure (venting port) is environmentally protected. The enclosure must provide access for installation and maintenance and must have effective seals. A screwdriver or special tool must be required to access the enclosure. Whilst the standards do not provide specific guidance on the material that should be used to construct this enclosure it should be suitable to provide a sturdy home for the batteries and survive the roads conditions that the Caravan/RV is designed for.

If I change out my factory fit AGM to Lithium, does it need to meet the new standard?

If you replace your factory-installed AGM batteries with lithium batteries, REDARC recommend you ensure that the new installation meets the new standards for safety and compliance. Consult with a qualified professional to ensure your conversion complies with the standards.

What's the difference between Lead Acid and Lithium battery installations?

Lead acid (LA) batteries are also required to be sealed off from the habitable area and to be vented externally. Because LA batteries release gasses that are lighter than air they need two vents, one at the top and one at the bottom of the enclosure. An enclosure that is design specially for Lithium batteries, i.e., one has one vent must be clearly labelled as only being suitable for lithium batteries and to not install LA batteries in the enclosure.

Are lithium batteries safe to use?


Lithium batteries with an in-built BMS that monitors and balances individual cell voltages, monitors charge voltage and current and ensures the battery does not drop below an acceptable charge level are safe to use when installed and maintained correctly.

What are the repercussions of installing non-approved lithium after Nov 18?

As with any non-conformance to Electrical Safety Regulations, the installation in question can be defected and any manufacturer or importer of non-compliant vehicles may be prosecuted to the extent of the law. Check the Electrical Safety Regulations that apply in your State.

What about in-vehicle situations? Can batteries be installed in-cabin or in the engine bay still due to these standards?

The changes to AS/NZS 3001.2:2022 do not explicitly consider in-vehicle battery installations unless they are installed in a habitable area, however the recommendations on installation including gas venting, fire, physical and environmental protection are still valid for all installations.



DEEP CYCLE EXPLAINED

DEEP CYCLE VS SHALLOW CYCLE

When you own and drive a car, 4WD, truck, etc, you hardly think about the battery that starts the motor. This is because the automotive engineers who designed the engine have made the auto-electrics, motor and battery system very, very reliable. As a result you hit the ignition system, crank the motor and in a second or so the motor starts.

Even though the label on the side of your battery says some vaguely impressive things, much of this is fairly meaningless. The construction of this battery is brutally designed down to the cheapest price possible. As you know, these batteries have lead (Pb) in them and lead is expensive. The lead on this battery is bonded to a lattice - like a frame to maximise the surface area of the lead to the liquid electrolyte (sulphuric acid). This surface area equates to an ability to generate a lot of amps for the starter motor. In a healthy starter system you can hear the starter motor really zip.

Once the motor has started, the alternator immediately begins to recharge the battery power lost to the starter motor. Before you know it, the battery is fully charged again.

This starter motor - battery discharge - alternator - battery charge sequence is called a Shallow Cycle system. It keeps the cost of the battery as low as possible.

Shallow cycle batteries, however, are hopeless for any other application than starting cars and trucks. When you discharge a shallow-cycle battery below about 70% of its rated capacity it can be damaged. The flimsy metal lattice frames can heat up and buckle. Lead on the frames can dislodge and fall to the bottom of the battery.

There may be sufficient lead anyway to still hold a decent charge after a 50% reduction in stated capacity. Poor, high resistance internal electrical conductors can heat up.

The battery in your "house power" bank (see "Tech Talk", How Do I Know What To Do About A Battery Bank?) Goes through a much different cycle than a car start-up. Firstly, it does not need several hundred amps for a few seconds to power a starter motor cranking a cold engine. Secondly, it does not need to be instantly recharged at high charge rates from a powerful alternator. In a battery bank this is what happens.

You have shut down for the night. The solar panel array, wind generator or vehicle propulsion motor has charged your Deep Cycle battery bank. You may even have a 240V supply on the post at the caravan park which has a trickle charger charging the house power batteries. Either way, your battery bank is being recharged SLOWLY.

And then it's the turn of the Deep Cycle battery bank to do its job. You turn on an electric kettle, microwave, TV, etc, to settle in for the night. The electric fridge is running, the battery bank, depending on its size and capacity discharged, 20, 40, 60 or 80 amps to the inverters to make that 240V quietly contributing to domestic bliss. The batteries will happily discharge down to 10%-20% of their total capacity without stress to the batteries themselves. They love to be steadily charged and steadily discharged, over and over - and deeply - again and again. They have much more lead inside on far sturdier frames with low resistance internal connections. Shallow cycle batteries will simply fail in these conditions.

BATTERY VOLTAGE/ STATE OF CHARGE TABLE

HOW MUCH CHARGE IS LEFT IN MY BATTERY?

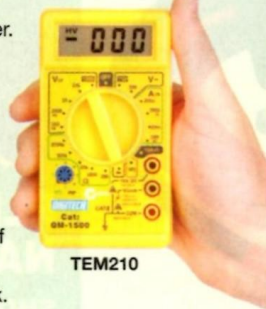
The table below will give you a fairly accurate indication* of how much charge is left in your battery by an accurate measurement of the voltage at the terminals of the battery itself.

Your battery voltage **MUST** be measured by a Digital Multimeter. The reason for this is that you need to measure the voltage to 2 decimal places. As you can see, the fraction of a volt is the key to the state of charge. It is best to measure this voltage after the battery has been cycled, ie. has been charged and has had a light discharge. A classic example of a battery in decline is that it fails to recover completely, ie. 12.6V+ after a short charge.

Any lead acid battery that does not deliver a terminal voltage of 12.0V or more will eventually let you down. Replace it now.

*Best read at around 35°C but between 20-28°C is probably ok.

A suitable multimeter is the TEM210 in the Maintenance section of this catalogue.



VOLTAGE	STATE OF CHARGE
12.6+	100%
12.5	90%
12.42	80%
12.32	70%
12.20	60%
12.06	50%
11.9	40%
11.75	30%
11.58	20%
11.31	10%
10.5	0%



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Caravan and Trailer

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		<i>Tuggerah Lakes Caravanners TRIP SHEETS 2025</i>		
DATES	DESTINATION	MEMBERS ATTENDING	CONTACT	PARK
22-29 July	Xmas in July Hawks Nest	Baird/Bickley C/C, Brennan S, Cok W/A, Collins M/L, Cornwell J, Curtis D/M, Davidson P, Dawson K/R, Edwards/Williamson S/G, Field L, Fraser T/A, Heal L/V, Holmes L / Williams K, Kirk W/B, Knight J/C, Latham B/D, Lee-Sing S/W, Leotta A/L, Maranik A/D, McConville B/D, Merrett/Wright J/P, Newall G/M, Palmer/Evernden I/F, Ranse C, Rogers R/R, Rush W/L, Ryan R/J, Sherwood R/C, Smyth J/H, Strachan N/K, Treacy/Wenning J/R, Wilcox/Richardson G/J, Wilkinson C, Donald P/J & Ian & Ann (visitors) 35	CLUB ORGANISED	Reflections Hawks Nest 02 4997 0239 BOOKING No. 1547500
4 – 11 Aug	North Haven	Collins M/L, Cooper D/V, Cornwell, J, Curtis D/M, Field L, Insull/Doyle B/J, Latham B/D, Lee-Sing S/W, Maranik A/D, McConville B/D, Moore/Dick T/M, Newall G/M, Rogers R/R, Rohwer P/P, Sherwood R/C, Thomas R, Treacy/Wenning J/R, 17	Rhod Thomas 0419 980 945	North Haven Reflections 02 65599193
8-15 Sept	Curtis Farm Stay	Baird/Bickley C/C, Cok W/A, Collins M/L, Cornwell J, Edwards/Williamson S/G, Kirk W/B, Lee-Sing S/W, Mannix J/M (visitors), Newall G/M, Rogers R/R, Ryan R/J, Sherwood R/C 12		David 0418 493 822 Meg 0419 209 893
29 Sep – 7 Oct	19th Nat. Caravan Clubs Rally	Collins M/L, Davidson P, Kennedy/Cousins M/D, Ranse C. 4	Leonie Collins 0419 763 107	https://www.19thnationalcaravanrally.org.au

		<i>Tuggerah Lakes Caravanners TRIP SHEETS 2025</i>		
DATES	DESTINATION	MEMBERS ATTENDING	CONTACT	PARK
5 – 19 Oct	Trip to Eastern Victoria		Andy & Lynne Leotta 0432 334 775 0427 988 037	Various van parks Take a photo with your phone Information on table for details
30 Oct – 6 Nov	Melbourne Cup Berry Showground	Barnes/Gosper S/G, Brennan S, Cok W/A, Collins M/L, Cornwell J, Curtis D/M, Dawson K/R, Delaney M/N, Dew A/C, Edwards/Williamson S/G, Field L, Jeffs K/S, Kennedy/Cousins M/D, Kirk W/B, Knight J/C, Latham B/D, Lee-Sing S/W, Lindsay A/F, Merrett/Wright J/P, Moore/Dick T/M, Newall G/M, O'Brien B/D, Rush W/L, Treacy/Wenning J/R, Willcox/Richardson G/J 25	CLUB ORGANISED	Berry Showground PLEASE NOTE BOOKINGS ARE OPEN shoalhaven.bookable.net.au Or phone showground 0427 605 200
		<i>Tuggerah Lakes Caravanners TRIP SHEETS 2026</i>		
3-10 Mar 2026	<i>Bonny Hills Ingenia</i>	Collins M/L, Cornwell J, Lee-Sing W/S, Kirk W/B, Insull B/Doyle J, McConville B/D, Merrett J/ Wright P, Moore/Dick T/M, Shoobert , Treacy/Wenning J/R, 10	CLUB ORGANISED	<i>Bonny Hills Ingenia 02 6585 5655 TLC Booking No. 74115</i>