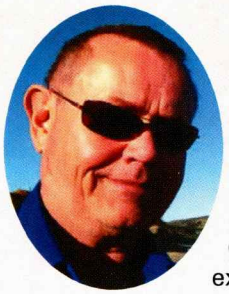
CRO

TRACK CARE

The Newsletter of Track Care WA (Inc.)
PO Box 8338 Perth Business Centre, Perth WA 6849
Website: www.trackcare.com.au

September 2016



Chairman's Report

Stage one of the Motor Trade Association of WA (MTA WA) lead Wandoo National Park project mentioned in my last newsletter report was completed at the Deefor Conservation Wetland on Earth Day, Friday 22 April 2016.

Although the success of this project is due largely to the leadership efforts of Graham Cawley who is the 4WD Industry Association Division Manager at the MTA WA, I would also like to express thanks to all of those people behind the scenes who have contributed to the success of this project. This stage one project is more fully reported in the MTA WA magazine article reproduced below that was first published on pages 22 and 23 of the Motor Western Australia June 2016 edition. Planning for the stage two project is well underway and I anticipate on-ground work at the Piggery Road site will occur before Christmas 2016.

I would like to highlight that these projects have brought together, for perhaps the first time in Western Australia, the motor industry (MTA WA), the land managers (DPaW), community conservationists and off highway vehicle user groups (TCWA & WA4WDA) to achieve a joint vision which protects sensitive environmental areas while together working towards ensuring access for all into the future.

This has been a great learning experience and process that has fostered the development of new relationships between off highway vehicle users and people dedicated to protecting our environmental values. It is encouraging to have witnessed many frank and open discussions that have resulted in all parties recognising the legitimate interests of others. This openness and goodwill has culminated in on-ground actions intended to educate 4WD users to ensure tracks are kept open for future generations.

Industry partners to keep 4WD tracks open

The first signs to protect environmentally sensitive areas have been installed in a partnership between industry, government and community groups.

Representatives from the Motor Trade Association of WA (MTA WA), Department of Parks and Wildlife (DPAW), TrackCare WA (TCWA) and MTA WA Member Businesses Outback Accessories, 4WD USA and Modern Motor Trimmers spent Earth Day, Friday 22 April 2016, visiting Wandoo National Park to commence restoration work at the Deefor Conservation Wetland. The partnership aims to educate 4WD enthusiasts to ensure that tracks are kept open for future generations. "If environmentally sensitive areas continue to be abused they will be closed and available tracks for recreational 4-wheel driving will be seriously diminished. We want to make sure that doesn't happen" said Graham Cawley 4WD Industry Association Division Manager at the MTA WA. "Many 4WD enthusiasts are not aware of the significance of the Deefor wetland. We're here to erect signage that will educate and inform visitors of the environmentally sensitive areas of the National Park, showing where they shouldn't drive" he continued. "The problem with a lot of areas is that it's not clear where the designated roads or tracks are" Mr Cawley said. "Users come into the area and create their own tracks, which over time become hard for other users to differentiate between the right track and the wrong track. "Most people are trying to do the right thing", he continued "but when there are no signs and tracks going everywhere it's tough. We need to give users the benefit of the doubt and provide information on environmentally sensitive areas to reduce ongoing damage." "Responsible use of the tracks will ensure they stay open for future generations. We plan to continue working with TCWA and DPAW to promote sustainable four-wheel-driving and ensure track users respect the environment" Mr Cawley said. MTA WA along with Outback Accessories, 4WD USA, Modern Motor Trimmers and TCWA sponsored the signs that were installed on the busy bee day. A special thanks to Paul Stacey from WF Landscape Industries who undertook some track repairs with his kanga machine and also to Ashley Jolley from Perth 4WD and all the volunteers who spent the day installing signs and repairing tracks. New relationships have been formed with the 4WDIA and conservationists who will build a stronger force moving forward.

If you are interested in sponsoring MTA WA 4WD track projects in the future, contact Graham Cawley on (08) 9233 9800 or email graham.cawley@mtawa.com.au

PROUDLY SPONSORED BY

natural resource management program

Department of Parks and Wildlife

lotterywest supported

Outback Spirit

Making the kids happy

After meeting Julie, the Manager of Riding for the Disabled ~ Capricorn, and hearing her concern over rubbish and car bodies on the neighbouring open space in Pinjar that impacted on their use of that area, I successfully put it to the TCWA Meeting that we conduct a clean-up of the area. With 11 members, and support from Water Corporation (supplied an 8 cubic meter bin), City of Wanneroo (collected the bagged rubbish) and Keep Australia Beautiful (supplied bags), 3 hours were spent collecting, bagging and dumping a huge amount of rubbish. Many thanks to RDA for the loan of the new tractor that John drove as he and Laurie collected and stacked the car bodies. The bags were stacked on the roadside for collection and the skip bin was full. The kids and their horses are now back enjoying their ride around the open space again.
Well done!

The smiles are back.

Graham Weber

For the complete report and photos of this and the awesome effort at the Wilbinga clean-up, please go to our website http://www.trackcare.com.au/home/

WELL 18 – Safe again

On 7th May 2016, Track Care members departed Perth with 4wds and trailers fully loaded, on yet another CSR adventure to refurbish Well 18.

After an uneventful two days of travel we arrived in Newman, gathered some last minute supplies, departed the bitumen and headed east for Parnngur Aboriginal Community (Cotton Creek). The Talawana Track was rough in parts and started to impact with our first blown tyre and structural damage to the trailers. With lots of dust and all the power of the V8 cruiser, Dave had no idea he had lost a tyre. Here's one rim that won't be re-used.

Oops!

At Cotton Creek we met some of the locals and had the pleasure of refueling our vehicles at $3.40 per litre for diesel. We then headed off, joined the CSR at Georgia Bore and headed south. Some of the dunes between Georgia Bore and Well 18 were challenging with one in particular requiring some recovery gear.

Going down.

The new jarrah top.

On arrival at Well 18 we met some of the traditional owners who were there to help with the project and perform some burn-offs in the local area.

Well 18 was badly infected with termites and in need of a makeover, so over the next three days everyone pitched in to rebuild the well and clean up the area. On behalf of everyone's back, a big thankyou to Ellenby Tree Farm (Dave and Shane) for supplying the digger. This reduced the workload considerably.

A big thank you to Outback Spirit for the substantial donation that allowed this restoration to take place. They arrived at Well 18 with a full complement of very impressed tourists during installation of the new jarrah deck.

With Well 18 complete, the group departed south and spent a couple of relaxing days at Durba Springs. The well should be supplying good quality drinking water for many years to come. Awesome job everyone.

Unfortunately, two members of the team had medical issues that resulted in one of them being driven out to Newman hospital (all good now). It was comforting to be able to speak with the Royal Flying Doctors via satellite phone and also having one of their extensive first aid kits that provided the necessary medication.

During a break as we continued south, a pool of diff oil was noticed under Libby's car. With the vehicle jacked it became obvious the RH drive shaft had dislodged itself. Jacking the wheel released the side pressure and the drive shaft slipped straight back into the gearbox without any damage. So grateful, as it was going to be a fair drive for an RAC recovery truck.

The group continued south to the beautiful Pierre Springs (Well 6). We departed the group and exited the CSR via Wiluna whilst the remainder went west to install a hand water pump at Blue Hills station

Thank you to everyone involved with this project, it was our pleasure to be part of it, with a special thankyou to the trip leaders, Ben Blomfield and Des Bunter.

Mark, Angela and Kirsty Follett.

The satisfied team.

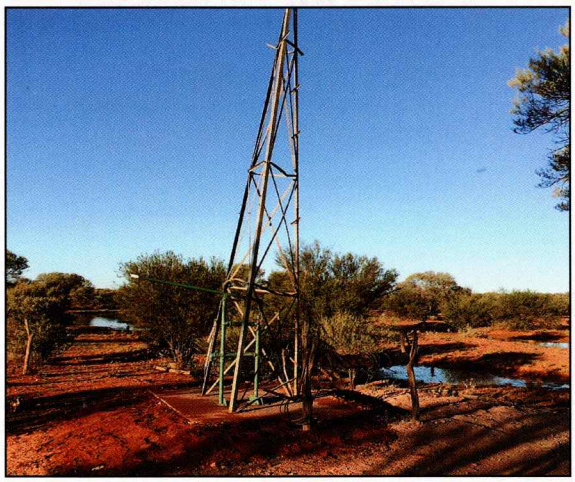
ELLENBY TREE FARM
ORE
Royal Flying Doctor Service
CENTRAL DESERT LAND AND COMMUNITY
engineering sustainable plastic products www.ircomposite.com.au

A Hand Pump for Blue Hills

After successfully completing the refurbishment of Well 18 with the Jigalong Martu, the Track Care Team headed south down the CSR, camping over and pumping out Well 15, which will be refurbished in July 2016 by Leon Heinriche's Team.

Well 12 was also pumped out and the Dunny serviced. We found the corrugations slightly worse than we remembered and rattled into Well 6 where we had a report that the well water was poor. After pumping it out and Brad Courtney going down and scraping out the last leaf, it replenished with clear and fresh tasting water.

Continuing south to Windich Springs, we paused briefly to service the Dunny, and exposed the Geraldton Historical Society Plaque on the (alternative) Forrest Tree which had almost grown over.



Bit of an angle.

The second part of the Project was to go to Tommy Ninegbong's old Station Homestead at Blue Hills and install a hand pump on the old well. The well and windmill were in a poor state and there had been recent subsidence from stormwater. We saw camels, cows and 2 horses on the way into Blue Hills.

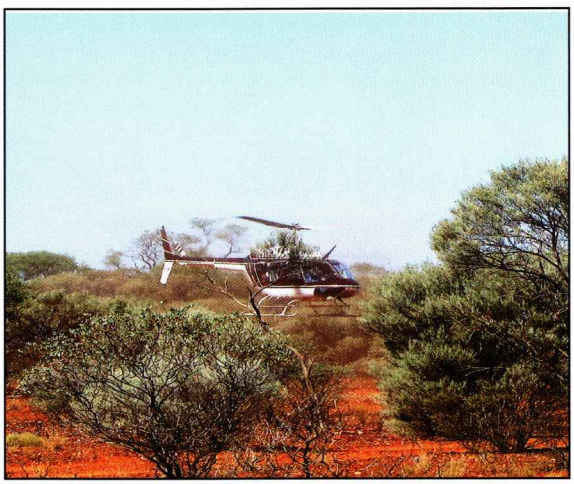
Upon arriving, I admitted to thinking I had underestimated the job ahead on the well, but the CSR Team led by Des Bunter soon had the cement mixer going, rocks collected, the sides of the well shored up, with a new platform installed by the next day. The windmill stand was on 'a bit of an angle', but proved it was too well anchored to the ground, so it was left on 'a bit of an angle'.

Water on top.

The hand pump components were pre-assembled by Des, but onsite work included cutting to length and threading the pipe down the well, and the steel rod connecting the pump to the handle.

After a clean-up of old tyres and batteries left by thoughtless travellers, we left the camp to the horses and continued west into the Carnarvon Ranges, camping at Yamada. The Birriliburu Traditional Owners and Rangers arrived along with a helicopter to carry out some patch burning. Surprisingly, the area was too wet for a successful burn, however there had been recent fires at Talbots and the vegetation is trying to re-establish itself.

The Ned's Creek Track west was too wet to depart the usual route, so Des led us into the wilderness and out again via a very scenic route - past some areas under Geological Exploration and an old camp used by Peter Muir. We continued past Ned's Creek Homestead and were delivered out onto the highway north of Track Care's favourite 24 Hour Stopping Spot at South Branch Gascoyne River. The Campsite was full of grey nomads! We camped out on the side of the road and were rocked to sleep by the music of road trains all night.



The firefighters

Waking to light rain, we found some of our team had departed during the night rather than pack up wet canvas. It stopped long enough to have breakfast, say goodbyes and get on the road.

We send a big thank you to everyone who participated in the Project and look forward to next year's CSR adventure!

Ben Blomfield

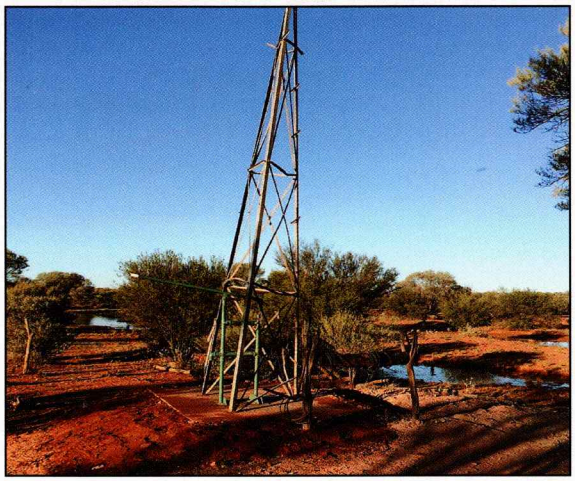
GLOBAL GYPSIES PTY. LTD.
Western 4W DRIVER
WA's own 4WD Magazine
BENSON ADVERTISING
VANGUARD PRESS

A Hand Pump for Blue Hills

After successfully completing the refurbishment of Well 18 with the Jigalong Martu, the Track Care Team headed south down the CSR, camping over and pumping out Well 15, which will be refurbished in July 2016 by Leon Heinriche's Team.

Well 12 was also pumped out and the Dunny serviced. We found the corrugations slightly worse than we remembered and rattled into Well 6 where we had a report that the well water was poor. After pumping it out and Brad Courtney going down and scraping out the last leaf, it replenished with clear and fresh tasting water.

Continuing south to Windich Springs, we paused briefly to service the Dunny, and exposed the Geraldton Historical Society Plaque on the (alternative) Forrest Tree which had almost grown over.



Bit of an angle.

The second part of the Project was to go to Tommy Ninegbong's old Station Homestead at Blue Hills and install a hand pump on the old well. The well and windmill were in a poor state and there had been recent subsidence from stormwater. We saw camels, cows and 2 horses on the way into Blue Hills.

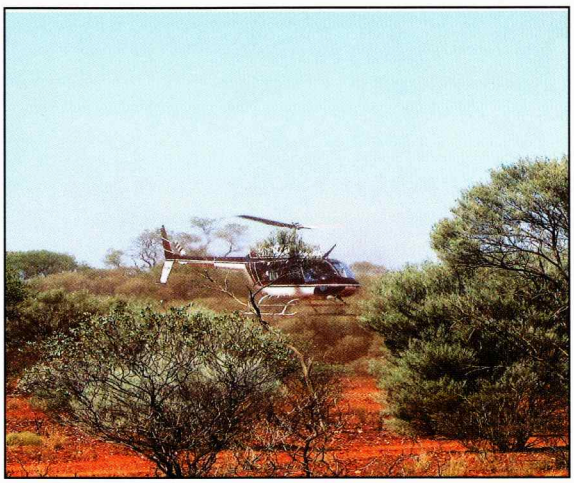
Upon arriving, I admitted to thinking I had underestimated the job ahead on the well, but the CSR Team led by Des Bunter soon had the cement mixer going, rocks collected, the sides of the well shored up, with a new platform installed by the next day. The windmill stand was on 'a bit of an angle', but proved it was too well anchored to the ground, so it was left on 'a bit of an angle'.

Water on top.

The hand pump components were pre-assembled by Des, but onsite work included cutting to length and threading the pipe down the well, and the steel rod connecting the pump to the handle.

After a clean-up of old tyres and batteries left by thoughtless travellers, we left the camp to the horses and continued west into the Carnarvon Ranges, camping at Yamada. The Birriliburu Traditional Owners and Rangers arrived along with a helicopter to carry out some patch burning. Surprisingly, the area was too wet for a successful burn, however there had been recent fires at Talbots and the vegetation is trying to re-establish itself.

The Ned's Creek Track west was too wet to depart the usual route, so Des led us into the wilderness and out again via a very scenic route - past some areas under Geological Exploration and an old camp used by Peter Muir. We continued past Ned's Creek Homestead and were delivered out onto the highway north of Track Care's favourite 24 Hour Stopping Spot at South Branch Gascoyne River. The Campsite was full of grey nomads! We camped out on the side of the road and were rocked to sleep by the music of road trains all night.



The firefighters

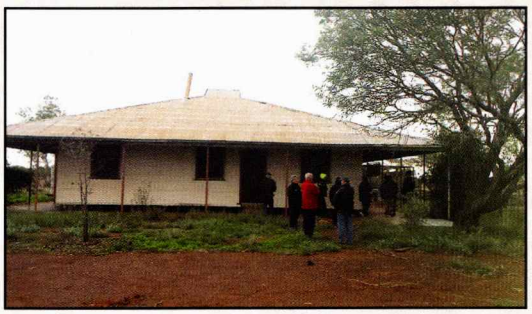
Waking to light rain, we found some of our team had departed during the night rather than pack up wet canvas. It stopped long enough to have breakfast, say goodbyes and get on the road.

We send a big thank you to everyone who participated in the Project and look forward to next year's CSR adventure!

Ben Blomfield

GLOBAL GYPSIES PTY. LTD.
Western 4W DRIVER
WA's own 4WD Magazine
BENSON ADVERTISING
VANGUARD PRESS

Exploring Options



Lake Mason Homestead.

Our Lake Mason adventure began on 4th July with the traditional meeting at the Bindoon Bakery. The original intention was to bush camp near Payne's Find but the magnet of Warriedar Station was too great. We detoured to spend our first night at the Shearers Quarters. This turned out to be a highlight of the trip as usual, especially for the members who had not seen the work we have completed there. Also "as usual", we found other campers there. After setting up camp we checked out the Bower Bird bower, finding he had set up a new bower nearby using mostly green glass and green quandong fruit with some white pieces added for contrast. Most attractive to the ladies I'm sure. Turning east at Paynes Find next day led us on another detour to Camel Camp, situated on the Vermin Proof Fence. Some stories were told of the purpose of the Camp where camels and donkeys were bred and trained for work with the Rabbit Proof Fence boundary riders. The murders of three men by Snowy Rowles is connected with the Camp also. ABC TV made a telemovie named "Three Acts of Murder" telling this grisly true story.

Arriving in Sandstone for a late lunch, we met up with our Kalgoorlie couple. Time was now pressing so a trip to see London Bridge was postponed. We needed to get to Lake Mason, 57 kms away, to meet with David Pickles from Goldfields DPaW. David and Merv discussed DPaW plans and wishes for the Station. We were then left in the care of Colin & Maureen, caretakers for a month. Just as we all took to our beds the expected rain came and continued all night. Thankfully those who were camping in a tent or swags had dossed down in shearer's quarters. We awoke to find that Lake Mason had apparently grown to the point of surrounding us, but with no more rain that day the water retreated to wherever it disappears to in those wide open spaces. The day was spent examining, measuring and photographing the homestead, shearing shed and remains of shearer's kitchen in preparation for renovation, repair or rebuilding. A second overnight camp was shared around a wonderful "rustic pot belly" fireplace, supplied by the caretakers, on the veranda of the shearers quarters. Another rainless day enabled us to leave for Sandstone where we found that all unsealed roads were closed, including London Bridge, so we had to exit on bitumen roads. Our fourth night was spent just north of Leonora in a delightful bush camp, with one tree housing a Whistling Kite nest with one noisy youngster demanding he be fed until sundown and starting his demands again at sunrise.

Friday morning, we made enquiries at Menzies and found that the roads here were open so we turned west for the Bullfinch/Evanston Road. Although lunch was at the intersection leading to Turtadine Rock and Coonmine Well, with rain expected again caution demanded we not attempt to access them. Unfortunately, we then ran out of time to find Marda Dam, though we must have been within kilometres of the site. Darkness demanded we camp beside the road so a gravel pit was found. Most fortunate since rain overnight produced more surface water, so the shed at Marda Dam too was not checked out. Southern Cross saw the group disperse to different destinations, friendships having been established or renewed. So ended our Lake Mason adventure.

Members attending: Merv & Liz Bradshaw, Tim & Kathleen Larsen, Clive & Sylvia Osborne, Mark & Jacob Tompsett, John Keil, Trevor & Verna Jones.

MEETINGS & MEMBERSHIP

Meetings:

Track Care WA (Inc) holds a monthly meeting on the last Wednesday of each month at 7.15 pm at Star Street Uniting Church, corner Star and Archer Streets, Carlisle. All members are welcome to attend and encouraged to contribute. Visitors are most welcome.

Membership:

Membership fees are for 12 months and renewable annually from 30th June.

Full Membership with voting	$80.00
Associate Membership no Voting	$40.00

2016 meeting dates for Track Care WA are:

27 January
24 February
30 March
27 April
25 May
29 June
27 July
31 August
September 28th (AGM), 6pm start with meal.
October 26th
November 30th – no meeting in December.
All meetings commence at 7.15pm except September (6pm).

Proudly sponsored by:

Benson Advertising, Vanguard Press & Western 4w Driver

ORE

61 McCoy St MYAREE WA 6154
Ph: (08) 9317 2344
www.offroadequipment.com.au