

# Trip Report – Driver Training – 21<sup>st</sup> and 22<sup>nd</sup> July 2007

## Saturday

Anthony “Shrek” Barker  
Manfred Egger  
Stan and Noelene Kynoch  
Allan Kenny  
Lachlan Michie

Over a relaxed Saturday morning Shrek, with assistance from Manfred, ran us through the theory side of the training using a PowerPoint presentation and an informal discussion of various areas that one needs to be aware of to maintain safety of people and equipment. After a break for lunch Shrek showed us some of the parts of a 4x4 he had described earlier before we went back inside to finish of the theory. We ended the day by going back outside for a look each others vehicle as well as our own to see the differences between them and how this may come into play when driving or guiding each vehicle.

## Sunday

Shrek and Manfred Egger- Pajero (Trip Leader)  
Stan Kynoch - Defender  
Hedley Hall – White Challenger  
Allan Kenny and Val Kenny – Blue Challenger  
Lachlan Michie - Navara  
Siva Moodley– Silver Challenger  
Neville Reynolds – Along for the ride

The fear of having to write the trip report had all the trainees at the Blaxland Mc Donalds meeting point well before the 7:30 meeting time but the “old hands” turned up promptly with Shrek the last to arrive due to technology issues. We headed off in convoy with a brief stop at the Lake Lyall turnoff for Shrek to upload data into his GPS which gave everyone else a chance to have a hot drink or top off the tank before heading off the blacktop. We proceeded into the bush to our first stop



where we aired down and practised our stall recoveries and wheel placement after being shown the correct technique. This was a great chance to build up confidence in what our vehicles could actually do.

Next up was a drive down to where we were to do our first water crossing. Once again we were briefed by Shrek to remind us of the correct technique before Shrek set off first showing

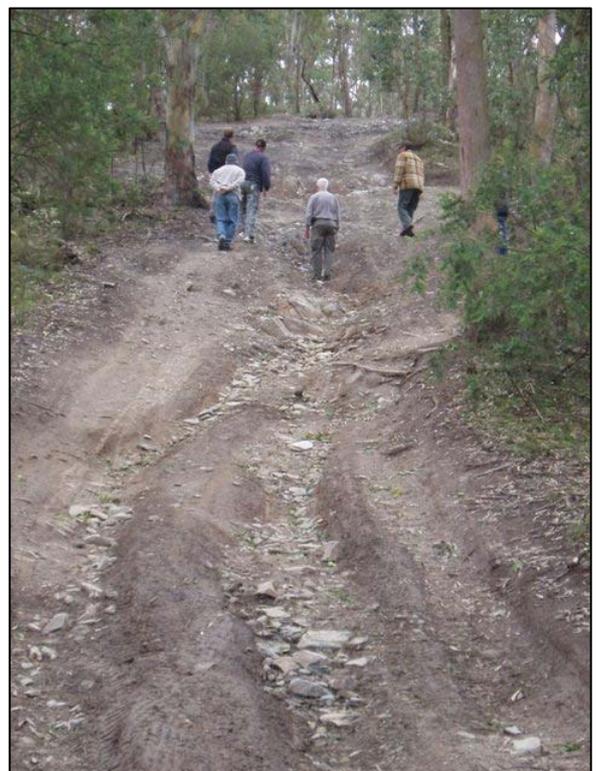


how it was to be done with each of us following in turn. Once we were all safely through we moved on to the next exercise which was the simulated snatch recovery. Throughout this all roles were rotated so that all drivers experienced being the recoverer, the recoveree and the recovery coordinator. The later was probably the most challenging as this is the person responsible for safety of the

recovery situation and coordinating the two drivers. This was the last exercise before we stopped for lunch by the river giving everyone a chance to discuss the various exercises so far.

Once underway again we proceeded through another water crossing challenge, this time not as long but with steeper approach angle which varied the challenge slightly. With that completed we progressed along the track winding its way along the river before we stopped at the next challenge which was a section of track that had become deeply rutted however there was an alternate track that looked to be an easier bet apart from a nasty looking rock in the initial step up. After discussing the alternatives Shrek went up the alternate route first confirming that it was passable. Stan and Hedley followed in turn while Allan elected to try the original track which he succeeded in doing although Lachlan and Siva still took the alternate route. This led us to the start of the next exercise.

This challenge, referred to as “the hill from hell”, was walked (closer to scrambled up really) to ascertain the path that each of us was to attempt while being assured that Shrek has driven up this



track in a CRV with no low range. Once again Shrek showed how it should be done with each of us following in turn. We all made it with some guidance and a bit of practice at stall recoveries, hill starts, road building and picking a line through the rocks and ruts.

Although this was the last of the “training exercises”, there were still some challenging sections of track to negotiate before we emerged on the side of the highway to air up.

Thanks have to be said to Shrek for running the weekend as well as the other members that came along to assist in guidance and observation.