



North America Edition



attached to the sump to pre-heat the oil. (see **LRM** April 2006 issue). Both these heaters kept the engine from freezing up and greatly improved morning starting.

Be sure to have a multiple outlet plug for the two heaters and at least a 25ft low temperature extension cord as some of the electrical hook ups can be quite a distance from a parked vehicle.

The vehicle engine should be serviced before departure, but certain spares should be carried for the 'just in case' scenario: starter, alternator, thermostat and spark plugs, not forgetting oils and fluids.

recommended oil

Reading your owners manual, you will notice that it is recommended to run the engine on different grades of motor oil during different times of the year or geographic region of the country. Heading to the far north was no exception and low viscosity oils were replaced before heading out. Our trip was lucky enough to have sponsorship from Pennzoil (www.pennzoil.com) they changed the oils to/from the trip.

Other fluids to consider changing include differentials,

transmission, and steering/brake fluid. Note: brake fluid is hygroscopic so it absorbs water. In extreme cases the water can freeze in a brake line and split the pipe/hose. Therefore, it is recommended to replace the brake fluid. Whilst crawling about beneath the vehicle, don't forget to grease the drive shafts and/or track rod ends if you have the versions with grease nipples.

Cleaning the windshield is one operation that will be a certainty. As such, windshield wipers should be replaced and fluid topped up, with spare wipers and fluid carried on board. For this trip we also fitted a Webasto 'Hot-Shot' in-line windshield fluid heater. (www.webasto.us) This would help de-ice the windshield and keep the wipers clear.

Our Land Rovers are not renowned as being hermetically sealed, however, each door and hood is fitted with a sealing rubber. These seals are venerable at low temperatures as they can 'stick' to the door/hood when you try to open them, peeling or ripping the seal. Each seal should be sprayed with either a silicone or WD40 oil. This eliminates 'sticking' and allows for regular door/hood

opening/closing.

As we were going into a remote area (at one point as much as 380kms between gas stations), the main danger was getting caught in a two or three day blizzard while hundreds of kilometers from habitation, so it was necessary to carry additional fuel. The most convenient

container is the trusty jerrycan. These can be supplied by most expedition outfitters. Be sure to calculate how many cans you'll need and add one extra for emergencies. Also, plan on where the jerrycans are to be stored.

Typically, the safest, most convenient place is



Top of page: The rear of the Discovery stripped bare, ready for expedition packing. The SE7 third row seats were removed. We left the folding rear seats just in case we needed to carry passengers.

Above left: Somehow all of this needs to fit into the back of that.

Above right: Food is made readily accessible from the front seats. (Note: plenty of paper towels are on hand to wipe up the inevitable spills.)

Below: With some logical placement of boxes and cases the rear fills up nice and snug.

