



Loaded, tanked up, engine running. Ready for the first jaunt to Montreal.

based on the value and likely frequency of use for the contents. Low value spare fluids and recovery gear were stowed on the roof rack, while cases containing the stove, lantern, emergency gear and food were stowed inside the vehicle for convenience and security.

The interior of your vehicle will fill up quickly, so careful planning is well advised.

There are numerous expedition planning guides and books available, each one giving in-depth suggestions as to the proper gear to carry depending on the environment, extreme hot/cold.

Listed below is a list of items that should be carried inside the vehicle (not including clothing and other essentials.)

CB/FRS radio: Traveling long distance or on a trail in convoy is much more enjoyable when you have communications between the vehicles. The lead vehicle is able to communicate road/trail conditions, oncoming traffic and points of interest, whilst vehicles in the rear can warn of overtaking traffic or

hold ups in urban areas, (traffic lights and stop signs.) Before venturing off be sure that everyone in the group can hear and be heard and be sure to choose the same channel. Vehicles with poor radio reception should be placed in the middle of the convoy. Do not rely on cell phones for communication as they tend to lose signal in remote and mountainous areas. To keep in contact with the outside world consider buying or renting a satellite phone. Be sure that the phone service is either global or covers the continent on which you plan to travel.

satellite installation

Still related to communications, have a **GPS (Global Positioning Satellite) unit** installed in at least one of the expedition vehicles. The GPS unit will be able to show you where you are, plus you can plot waypoints so, if necessary, you can retrace your tracks. Note: with any of these electrical/electronic aids ensure that you carry an adequate supply of batteries, 12 Volt adaptors and/or 12

Volt/120 Volt inverter.

Mechanical requirements: It is advisable during the trip that the vehicle be checked over at regular intervals, particularly wheel lug nuts, steering and suspension bolts. As such, be sure to carry a selection of tools including wrenches, screwdrivers, pliers and socket set. Don't forget to include any 'special' tools such as hub nut and viscous coupling wrenches. There is a good chance that any field repairs may have to be completed at night, so ensure that you have a good source of portable light. We carried a Pelican heavy duty rechargeable light (Model 6050). (www.pelican.com) The flashlight has a two hour burn time and a Nicad battery pack ideal for recharging and retaining charge in low temperatures.

On any expedition or adventure there is always a risk of accident. As such, every vehicle should carry some form of first aid kit. Elementary first aid kits can be purchased from any expedition outfitter or larger retail stores and can be

customized to suit the type of expedition. (Hand/feet warmers for cold climates, snake bite kits for hot/desert regions).

We've covered just about everything required for the vehicle and people embarking on the trip, except the most important element, food and drink. Enough water should be carried to ensure that each vehicle occupant has at least a gallon of water per day. We carried a 20 liter/five gallon jerrycan. Carry enough food and snacks for an extra five to seven days. In the event that you get held up by weather or field repair you'll be thankful of your extra stash.

Lastly, have some way of generating heat, light and heating ice/snow/water. We carried the Britelyte (www.britelyte.com) multi-fuel lantern and stove. Both units are able to burn gasoline (petrol) as such there was no need to carry other fuels; a major advantage.

After months of preparation and testing we were ready for the trip: next month we leave for Canada. 