

WELCOME to the 10th RAID LAPONIE



Raid summary and latest news 5.2.2004

Tervetuloa Suomeen! (Welcome to Finland)

The adventure is ready to start. The winter here has been normal, but not very cold (yet). A lot of snow has recently fallen all over Finland. The smaller roads can be extremely slippery and also the snow walls beside the roads are quite hard. Be careful with icy rails, especially if you need to overtake slower traffic.

This info includes the last updates and we repeat all the basic facts of the previous infos.

There has been one change of participant: Gert-Jan (team 2) has a new co-driver Loek Bartelings sf, welcome! We are 40 cars and 81 people. An updated list is also in the basket you got at the start.

You also got a few map prints, updated infos about Reindeer and Other Animals, Polar Lights, Clothing and Drive Training. The start package also includes windscreen washer fluid, anti-freeze for the fuel and anti-freeze for the locks. You will also get 2 big raid-stickers, 2 smaller ones and 2 team stickers for the doors, and the Apua-Help booklet. Stick the sponsors' stickers on your car as soon as possible, please. Hopefully your 2cv will not get too dirty on the road for fixing the stickers.

In Vehu you will get a Raid Laponie name badge: write at least your first name on it and keep it visible so that it will be easier for us all to learn to know each other. Also each team will get an ice scraper/snowbrush, 5l fuel reserve can (empty) and some other stuff, too.

If you have extra space in your car and could help the organisers with transportation, let us know.

BASIC PRINCIPLES

We repeat the basics of Raid Laponie here:

- the participation fee (60 Euros/person) covers the costs of organisation only. If you cancel your trip, the fee will not be returned.
- everyone participates entirely at own risk and responsibility. Remember to take sufficient personal, travel and car insurances.
- the organisers arrange the accommodation and make a route proposal. For all the other things you may decide yourself. The accommodation and some special programmes are paid separately by the participants. If you do not want to share some part of the program, you must inform the organisers before the start of the raid.
- only 2CVs and derivatives may take part. The cars must be in legal condition and properly prepared according to the written info from the organizers. Winter tyres required. Leave your trailer at home.
- this raid is not recommended for small children or pets

SAFETY

Erik Dammers and Marcel Verdult (Team 32) will carry some basic and useful first aid and rescue materials. They are professional firemen/first aid/rescue people so here are their mobile numbers, just in case someone needs help. Marcel Verdult +31 611116566, Erik Dammers +31 628548341. Of course national emergency services are available all over our route, but there can be a delay because of long distances.

Emergency calls are made with 112 in Scandinavia and can be used directly by a GSM phone (In Norway: fire and rescue: 110, police 112, medical 113).

Safety tips: remember carry a good light torch, matches, a reflector (the plastic glittering thing to attach to your outdoor clothing) and warm extra clothes with you where ever you go.

COMMUNICATIONS GSM, CB, PMR

See the list of participants for GSM phone numbers for each team. If you make a call in Finland to a foreign GSM number has to include the country code too even if the phone is in Finland. Foreign calls are quite expensive; remember that also the one receiving such a call will pay part of the price. When you call a Finnish GSM number and you are in the Finnish network, the price is not so high (about 20 c/min.) and only the caller pays. The international prefix is generally 00 in Finland and the country code 358. Sending a SMS (short message) is less expensive and talking on the CB or PMR is free.

Car to car communications are made with CB phones (normally FM, some Finns may have AM only). The organisers can be reached at channel 6. In our meetings we can agree which channel the different countries or groups normally use. Matti Lampila (team 19) has an CB antenna meter to adjust your device, if you have connection problems.

Some people will also be using PMR phones ("walkie talkies" at 446 Mhz). They are portable and useful anywhere when wandering around in small groups and can be used even for car-to-car chatting in short distance. A few organisers can be reached on PMR channel 6.

INTERNET

The Internet Raid Diary will start on our webpages 5.2. Ask your friends to visit it for daily reports. Tante Rik (Henri Janssens, team 11) is in charge for stories for the diary. Please give him your contribution. You can give any email address to Tante Rik and the diary updates will also be sent to those addresses as text email.

<http://www.sitruuna.com/raidlaponie/diary.html>

Our webmaster is Nalle Karhu (team 14). All the informations are still available in the web. Nalle and Tante Rik have a possibility to surf the web also during the trip, but this is a little slower and more expensive with a GSM data connection.

During the raid, anyone can also send an email message to an individual raider or the whole group using Nalle's address nalle@citroen-hy.com

Raid Laponie web pages: <http://www.sitruuna.com/raidlaponie/>. Access to the "members only" area with the password "ssf".

WINTER TYRES

We have now reserved second-hand winter spike tyres on rims for the following teams: 6 Mettendorff, 11 Janssens, 24 Woock, 27 Larson, 28 Braun, 33 Zwier and 37 Schauer. If any other team needs to rent tyres, let us know immediately! 5 sets of new Michelin spike tyres were ordered for the raiders according to the sponsored offer by Michelin Nordic. The rented and new tyres will be paid in Vehu (rent 60 e/set) to Veikko. The user is responsible for possible damages to the rented tyres. If you get a flat tyre stop immediately, do not continue driving.

PREPARATIONS FOR YOUR 2CV

You should have done all the 2cv-preparations in advance. Do not suppose you can easily do anything during the raid. It will be too busy, cold and dark.

Winter tyres are very important and studs are recommended. Studs do not help in snow, but most of the roads we use can be covered with

plain ice. Anyway, good friction tyres (studless/ spikeless M+S) will also do the job, but you just need to have a little more precaution. In Finland even foreign cars must use winter tyres during the months of December, January and February on Finnish roads.

It is recommended to put the better tyres in the rear axle. If your 2CV is heavily loaded it is dangerous if you lose the grip at rear before the front. When driving in a convoy, **it is important to keep long distances, please remember this basic rule!** The cars without studs must be driving in front. In Scandinavia there is no particular speed limit for stud tyres. Snow chains may also help in some tricky situations. It may be a good idea to carry a bag of sand or gravel in the trunk.

TRAFFIC REGULATIONS

The Nordic countries have very strict drink & drive laws. Norway is only allowing 0,1 milligrams of alcohol per litre of blood, in Sweden the limit is 0,2 promilles and in Finland 0,5. Police checks, including breath tests, are often made along the roads. If you are caught driving under the influence of alcohol, it can mean your driver's licence will be taken by the police immediately. This would make a sad end for your raid, so be careful.

Although it may not be a problem, you should keep in mind that overspeeding in Finland may become rather expensive for you. If you are driving about 5-20 km/h over the limit you may need to pay up to 100 euros, and if you are driving even faster your punishment will depend on your monthly incomes. The highest speeding ticket so far in Finland has been about 50 000 euros! In cities and villages the normal speed limit is 50 or 40 km/h and on the highways 80 or 100 km/h. Also Norway is known for high penalties for any traffic violation.

Headlights must be used at all times. Seat belts front and rear are obligatory.

Scandinavia is heavily forested; as a result there are a lot of "animal" warning signs posted. Elks, deer, and reindeer are commonly seen during the Raid Lapone so these signs must be taken seriously. See the separate info sheet on this subject.

When you meet a snowplough on the road, slow down and prepare for a "snowcloud" with very poor visibility for some time. Do not stop, because the car behind you cannot see what you are doing.

Especially in Norway, be prepared for hard side wind, even storm. Sometimes the wind alone is almost enough to push a 2CV from the road. Be careful with steering when you enter a shaded spot from a open windy area. Slippery road surface with side wind is a bad combination. Also read our instruction for driving on slippery surface and practise in a safe place.

All in all, we drive in small groups - rather than as a long convoy - keeping long distances from car to car. It is good if the first and last car could have a CB connection. Avoid continuous speaking in the CB so that warnings can come through. We do not recommend driving alone.

If you do not have a detailed road map of Scandinavia, buy one in Finland. Please, locate your route on the map even when you plan to follow someone else all the way.

THE WEATHER

The temperatures vary a lot in wintertime, we can expect anything from +5 to -40°C. First weeks of February are the coldest according to the statistics. Along the coastlines, it is often much warmer and snow may disappear even in February. Near the Arctic Sea, the roads are often very icy and snowstorms are usual. The low temperature record of all times in Finland is -52,4°C at Kittilä from 1998. Last few raids have been quite "warm" so hopefully this one is much colder,

but who knows. The Raid record is -44,4 from Naruska in 1998. It did not stop us from driving.

The daylight only lasts a few hours in the North so let's not waste it. Anyway, we cannot avoid driving in the dark. Still, it can be quite an enjoyment with the white snow all around nicely illuminated by the headlights of your 2CV.

We will arrange the traditional "Guess the Lowest Temperature Contest" during the trip (until the morning of 14.2. in Hetta). It will be measured by Jukka's "Official Raid Thermometer" with min/max memory function. Most guesses have already been collected with the Enquiry Form. We will ask for the missing ones in Vehu. There will be a nice prize for the winner.

For daily weather reports in internet, see <http://www.fmi.fi/weather>

SPONSORS

AUTO-BON, importer of Citroen in Finland: financial support and prizes.

AUTOMECA (Matti Lampila, team 19), 5 l fuel cans for each team and 123 ignition set as Grand Prix for Raid Olympics.

ASPOKEM, anti freeze for the petrol, wind washer and locks. www.aspokem.fi

AUTO-ARTIKKELI, Citroën spares dealer: spare parts.

KUORTANEEN SÄÄSTÖPANKKI. A local bank in the area where Yrjö Koskimäki (team 18) lives. They have given us lots of prizes.

MICHELIN NORDIC/Oy Suomen Michelin AB, www.michelin.fi. Michelin Winter tyres special offer. We also got some nice prizes

FISKARS. Product discounts and prizes.

MOBIL. An ice scraper/ snowbrush for each car and prizes.

IF, a Scandinavian insurance company. Reflectors and prizes.

WWW.LAPLANDFINLAND.COM, posters. http://www.laplandfinland.com/select_language.asp

SUPERFAST FERRIES, www.superfast.com. Special offer for Rostock-Hanko.

MULQVIST & MULQVIST PRODUCTIONS. Wall calendars for each participant and free updates on our webpages.

Many thanks to all our sponsors for your help. Many teams also have several personal sponsors.

THE COSTS

Finland uses Euros, but not Sweden or Norway which both have their own national currency (Swedish and Norwegian Crowns). It will be difficult to use Euros there. Norway is also not a member in EU. Normally cash works best when you pay, credit cards are widely accepted too, but do not rely on them alone. Usually the organisers have to collect the money at the driver's meetings in cash for the accommodation. Keep enough Euros/local currency in cash for this purpose. Change the money you need in advance because it can be difficult to find exchange spots in Lapland.

When you want to pay your accommodation or other raid-costs, Veikko is usually the right person to turn to.

Petrol can be bought also from automats which work with bank notes and sometimes with credit cards. In Finland there are 24 hour automats in almost every station. In Sweden and Norway it may be more difficult.

The general price level in Scandinavia is a little higher than in Central Europe. Norway is most expensive. Good meals in average restaurants

cost 6...10 e. The lunchtime (11-14) on weekdays is cheapest. Alcoholic drinks (incl. beer) are rather costly.

For clothes or equipment, we recommend to look for them in cities in the Southern part of Finland. Shops are not that easy to find in the North and the prices may be higher (although stuff of good quality normally). See our separate clothing information.

THE RAID SHOP

You can buy more stickers in our "Raid shop". Also Raid Laponie t-shirts, name badges, raid-souvenirs, postcards, silver necklaces and other funny 2CV stuff will be available. Ask Henkka for the t-shirts as you ordered with the Enquiry Form.

RAID OLYMPICS

We will organise another "Raid Olympics" with funny competition now and then in the evenings. Participation is totally voluntary, but if you decide not to take part, you will also not get any points for the overall results. The Grand Prix for the Raid Olympic will be a 123 Ignition set (worth about 150 e) sponsored by Automeca.

OTHER THINGS

If you have a profession or expertise on any specific field that you think could be helpful for other raiders in certain situations, please let us know. Usual needs could be some medical or technical assistance, but anything else aswell like a few more players for the "Frozen Duck Band" or cleaning help for our party rooms the next morning.

If you have been interviewed in a newspaper, magazine or even TV about your adventure, we would really like to get a copy for our Raid Laponie archives. The press will certainly make stories about us during the trip. Jukka is carrying a book full of Raid Laponie newspaper cutouts, have a look. We have also been on TV a couple of times and I have understood Kenneth (team 25) will shoot a few minutes for the Swedish TV, give him good tips. Jukka will film the "Official Raid Home Movie". He also welcomes other people's DV-material if you have made unique shots. It can be downloaded directly to his laptop. Alfred & Marja (team 21) are giving daily reports to a Dutch radio station.

For cooking outdoors, use spirit burning cookers. The gas ones do not always work if it is too cold. Most of the overnight spots have cooking facilities and sometimes a breakfast is included in the price. Remember that any liquid can freeze if left in your car. Beer cans will explode and glass bottles break. The oil will not come out from the can. We have even seen cognac frozen in -40C. A good idea is to keep liquids in a thermo basket. Reserve also some dry food as an emergency backup.

Finnish time is one hour ahead of the Central European time. Norway and Sweden are in the the Central European timezone.

The official raid language is English. Any other language may be spoken, but the organisers give no guarantee for understanding.

Die offizielle Sprache während der Raid ist Englisch. Für weitere Informationen oder Übersetzungen in Deutsch, steht Euch gerne Nicole Ahtokivi zur Verfügung (team 3).

Als je iets te vragen hebt over de Raid Laponie of Lapland revaringen in het Nederlands, kan je contact opnemen met je wenden tot Gert-Jan van Asperen sf (team 2).

And Serge (team 1) can help in French.



THE ROUTE

Every evening we hold a driver's meeting "ajajakokous" (memorize the word) where the next days plans will be explained to detail. Keep the raid information in good order, please. It will be the most important source of information for you. If you want to use a partly different route from the others, always let the organisers know about it in advance. The accommodation has been booked in advance, you can not make impulsive changes of overnight spots during the raid.

It will become quite crowded in some overnight spots. We hope 2CV people will prove social in this respect. Sometimes part of the group should be prepared to sleep on the floors or in a heated tent. Our accommodation quality varies from hotels to modest lodging in common rooms or cabins.

Accommodation does not always include bedding. You need a sleeping bag and a mattress sometimes, especially if you like to try sleeping in a tent. A sleeping bag may be useful also in case of unexpected stops and health problems.

Here is some more detailed info on the route plan. The daily distances are just guidelines. Often they are quite long, but Scandinavia is a big area and you need to drive about 1000 km from Helsinki to reach Lapland, for example.

All the prices are estimates because they are calculated often from another currency and sometimes there are sudden additional costs, but these figures should be close.

Most of our overnight spots should be well signed. Sometimes we may use our own raid signs, too.

Thursday 5.2.2004 Helsinki - Soini 350 km

Most teams have arrived in Helsinki. A few will start from Vaasa with Jukka. Almost everyone should be together this evening in Vehu (anyhow, a few more people will appear in Haparanda).

Winter tyres will be available at the rendez-vous in Hansa Terminal unless you have indicated some other place. You may change the tyres immediately or drive to Hyrylä and change them at Matti's garage. You may also leave your summer tyres there. If you do not need to visit Hyrylä, you should start driving toward Vehu. We are not in a hurry, but the earlier we arrive the more nice time we could have together in the evening.

You can have a good meal at "Maisemaravintola Sääksmäen Sillat" (Scenic Restaurant of Sääksmäki Bridges) for 7,50 e starting at 11:00 hrs. It includes the meal (also vegetarian) with salad, normal drinks and coffee. It is a buffet type arrangement so we can come and go anytime. When you pay, mention that you belong to the 2CV group. We recommend this restaurant giving nice views over the frozen lakes - you can even make a safe walk (not drive) on the lake. They have prepared food for a bigger number of eaters that day so we do hope you will be there. See the map print supplied; coming from South the restaurant is on the left-hand side before the bridge (being repaired), sign "Laivalaituri". You do not need to enter the village.

Our suggestion is to drive the motorway E12 (road 3) to Hämeenlinna. From Hyrylä you will reach E12 by choosing road number 45 from the roundabout next to Shell petrol station in Hyrylä. Follow the road to Hyvinkää. After passing Hämeenlinna drive 17 more kilometers to Liittala and turn to road 130 to reach Sääksmäki (the restaurant), Tampere and Orivesi. See the map prints!

From Orivesi the route may be familiar to those who participated in the 9th Raid Laponie. Take the road 58 Orivesi-Mänttä-Keuruu, Multia, Väättäiskylä, drive 10 more kilometers, turn to left to road 7140 to Soini,

drive 5 more kilometers, turn to left (sign Rämälä 10), drive 50 meters and you have arrived at our first overnight spot at "Vehun vanha kansakoulu". The old school house is really in the middle of nowhere, it has been nicely renovated for accommodation. Please remember that there are no shops nor petrol stations in Vehu. Do your shopping if needed latest in Keuruu or Multia.

As soon as you arrive at Vehu you will have a buffet dinner with elk meat prepared in a traditional Finnish way (also a vegetarian alternative). After finishing your dinner you will find a place to sleep. There are 30 beds, three heated tents for 30 people, indoor place for about 10 people with sleeping mattresses and another house for 6 people at the old school. If needed, there will be two other cottages for 4 to 6 people within three kilometers. It will be crowded but we will survive.

The first ajajakokous will be held as soon as the teams have arrived and finished dinner. Later we will listen to the Frozen Duck Band's debut (probably still out of tune), spend time outdoors at the fireplace, go to sauna (two saunas, one next to the school and another one 3 km away by a lake), and have a small snack with Finnish sausages and hot-smoked fish (rainbow trout). You can learn how to prepare this in the Finnish way (and perhaps later some other fish in the Swedish way). We will also try to arrange a track where you may practise your driving skills on a icy road or field.

The final participation fee will be paid in Vehu. The fee is 60 e/person so for a two-person team altogether 120 e. If you already paid the preliminary fee of 60 e, you only need to pay 60 e more for the co-driver. The rented or new tyres will be also paid to Veikko at Vehu.

Vehu is also a possible overnight spot on your return trip down South, let Veikko know if you would like to make a reservation.

VEHU: Vehun vanha kansakoulu, Rämäläntie 2030, 63950 Vehunkylä tel: tel. +358 40 7412705, +358 (0)6 529 8707, fax: +358 (0)6 529 8705, <http://www.kievarireitti.fi/vehu>

Accommodation, program, meals, sauna and breakfast altogether about 42 e /person.

Friday 6.2. Vehu - Haparanda 470 km

In the morning we will have a breakfast in Vehu, practise driving skills and start our journey to Haparanda. If you prefer, you may take a very narrow wilderness road to Soini.

Please remember that you need to exchange Norwegian and Swedish crowns latest on Friday. You may do it in "Osuuspankki" which is located next to the roundabout in Soini center, 28 km from Vehu. Special offer for Raid Laponie participants: free coffee for those who exchange at Osuuspankki in Soini. There are petrol stations and food stores in Soini. One of the most original sightseeing there is the wooden church with an old wooden beggar woman, the only wooden beggar woman in the world. The church is located 500 meters away from the bank.

Moving on North: Soini-Vimpeli-Kaustinen-Oulainen-Liminka-Oulu-Kemi-Tornio-Haaparanta through almost uninhabited countryside. On the way you can visit Oulu which is a bigger city, one of the high-tech centers of Finland. Kemi is well known for the ice castle. From Tornio we cross the river to Sweden to the neighbouring town of Haparanda where most of the group will stay at "Vandrarhemmet Mathjärta". We have to accommodate about 20 people in another house ("Palögården") about 6 km away. Who want to volunteer?

To find the place, look for signs with the Youth Hostel symbol. After crossing the border, we should take the first road to left (South) down the riverside.

Price 20 e, breakfast about 5 e extra. Breakfast is automatically reserved

for those who indicated this in the Enquiry Form. We can also have a supper for about 8 e if we make a reservation.

HAPARANDA: Mathjärtat Vandrarhem, Strandgatan 26, 953 31 Haparanda tel: +46 (0)922-611 71, fax: +46 (0)922-617 84 <http://infokiosk.haparanda.se/images/engelska/indexeng.htm>

6.2. is the Saame National Day, but we are not really in Lapland yet.

Saturday 7.2. Haparanda - Jokkmokk - Kiruna 490 km

Early start about 9 in the morning, it is a long day ahead with lots of program. The reindeer area is starting now, so keep your eyes open for them.

Crossing the Arctic Circle, about 250 km from Haparanda, along route 383 means something interesting for the novices. It is important to be there at the same time, more about this in ajajakokous. The parking place where you should stop is about 20 km before Jokkmokk on the right-hand side. Do not pass!

In Jokkmokk, we will visit the famous Winter Market "Jokkmokksmarknad", which is arranged 399th time (www.jokkmokksmarknad.com). The market is very interesting and also a good place to make some really unique Lapp shopping. Feel free to do whatever you like, Jukka has some copies of the program in English.

40 km after Jokkmokk, you can see the large water power plants of Porjus. We could make a visit in the plant and museum later in the afternoon, if time allows. Kenneth from Sweden (team 25) is organising this and we will talk about it more later.

Always when it is dark and clear skies, look for the polar lights (Aurelia Borealis), they have been very active this year. It is easier to see if you stop your car in a wilderness road and switch off headlights (keep parking lights). See also our Polar Light info sheet.

In Kiruna we stay at "Radhusbyn Ripan", a place tested by Raid Laponie before, about 15 e per person, and we will stay in good quality cottages where you can cook, but we can also have a meal at the camp. The place should be easy to find following camping or Ripan signs.

Kiruna is known for its mining industry. Sometimes guided visits to the mines have been possible, but maybe not during weekend.

KIRUNA: Radhusbyn Ripan, Campingvägen 5, 981 35 Kiruna, tel: +46 (0)980-630 00, fax: +46 (0)980-630 40, <http://www.ripan.se>

Sunday 8.2. Kiruna - Tromsø 390 - 430 km

Now heading towards Norway along E 10. It is a good idea take petrol and do the shopping in Sweden, it will be much more expensive in Norway. We cross the mountains in an area well known of huge amounts of snow. If the weather is windy it can be very difficult to see the road. Keep your car between the fluorescent sticks. Look out for heavy lorries and the snowclouds they produce. This is also an avalanche area.

Near Narvik, we will see the Atlantic ocean and the temperature will probably rise rapidly. If it has been snowing, the roads can be extremely icy and slippery. Wind can be really hard.

Actually there are two alternative routes: Kiiruna - Narvik - Tromsø 381 km, more beautiful, but slower because of curves and tunnels. Kiiruna - Vittangi - Karesuvanto - Kilpisjärvi - Tromsø, 442 km, quite fast until Kilpisjärvi (FIN) and from there on the road is mountainous and slippery. The advantage of this is cheaper fuel and food supply in Finland and it can be faster overall for experienced raiders.

Overnight at "Tromsø Camping" in Tromsdalen - nice cottages, also tested a couple of times before. The whole place is reserved for us, price will be about 20 e per person. You can cook in the cottage or have a meal in the restaurant, also a breakfast. The place is along the fjord

before the long bridge into the city. Signs should be there, but perhaps covered with snow.

TROMSØ: Tromsø Camping, Tromsdalen, tel: +47 7763 8037, fax: +47 7763 8037, <http://rlb.no/camping/info/1109>

Monday 9.2. Tromsø - Honningsvåg 1,5 km + ferry.

Finally some rest without driving. Tromsø is an interesting Northern city (only 1,5 km from our camp) with some long bridges that give nice views over the fjords. We have some time to look around and maybe have ONE beer at a local bar. At home you can tell stories about the most expensive beer you ever drank. And remember the Norwegian traffic rules, maximum of 0.1 promilles in the blood of the driver. Also please remember to fill up the petrol tank here.

Before this, locate the harbour from where our Hurtigrutten ferry will leave for Honningsvåg (near Nordkapp) at 6 in the afternoon, we should be at the waiting lane at least one hour in advance. "Hurtigrutten" means Fast Route; it only takes 10 days on a ferry from Bergen to Kirkenes. By the way, the distance from Oslo to Kirkenes by car would make a total of 2300 km of highways including some toll tunnels and ferries.

You can eat on the ferry, but the prices are high, very high, Breakfast alone is 110 NOK (for the ferry we make no breakfast reservations). It is not allowed to use cookers inside the cabins!

The Hurtigruten pricing is still not quite clear for us. Be prepared (with cash) for a little higher prices than what we have preliminarily given you: ticket 65 e per person, cabin 30-40 e per person, 32 e per car. Those who did not want a cabin can hang around on the ferry decks during the night. I hope we can give the details soon.

HURTIGRUTTEN: Troms Fylkes Dampskipsselskap A/S, TFDS, 9291 TROMSØ, Tel: +47 77 64 82 00, fax: +47 77 64 82 40, <http://www.hurtigruten.no/>

Tuesday 10.2. Honningsvåg - Nordkapp - Skarsvåg 60 km

The ferry arrives in Honningsvåg on the island of Magerøya at 11:45. We are going to try to continue directly to North Cape this day as long as there is some daylight. No time for shopping in the town. It is better to try to do our invasion immediately as weather conditions may make it impossible and then we would have another day for a second attempt. Use the warmest clothing you have reserved for you. The clearing of the closed Nordkapp road will cost us 1500 NOK (Norwegian Crowns) per hour and the estimated time needed is 3-4 hours. Snowstorms are usual and the clearing of the road may become totally impossible. Anyway, the road is narrow and difficult to drive if it is windy as usually. There are no protecting trees or buildings around and the road follows the edge of the cliff with no fences.

We will be followed also by a few cars of another international group (VW beetles and other cars) and we can share the cost per number of participants. This way with about 100 people, the road cost should not be more than 6-7 euros per person. If one wants to visit the Northcape Hall, the entrance is about 22e including the exhibitions and a multimedia show - it's really worth seeing.

In Nordkapp (northern latitude 71°10'21"), the Gulf stream makes the temperatures along the coastline approximately 20°C higher than in other areas of the latitude. The annual rain fall is about 800 mm, mostly in the form of snow.

We spend two nights in the fishing village of Skarsvåg at "Nordkapp Turisthotell". When you pass the Northcape crossing, after 2 km you will enter the village and you can find our small hotel on left. The VW group is staying in another place in the same village. They will also put up a heated tent where some of our group may stay if needed.

In Skarsvåg, our hotelkeeper also can offer a few cottages a few kilometres away with view to Nordkapp. We do not know if the price

is higher there. Anyway, the hotel will be crowded, but a bed has been promised to all of us, but not always with a WC in the same apartment. Also we could use a nearby sauna with swimmingpool for "a little extra cost" whatever that may mean in Norway.

Anyway, when we are back at the hostel, let's have a party together, although the raid is not done yet. The "Evening of Degustation" will be arranged, hopefully you brought something from your country to taste for the others. It is also possible we arrange it the next day depending how much time we have left for this.

SKARSVÅG: Nordkapp Turisthotell, Fjellveien 7, Skarsvåg, tel: +47 7847 5267, fax: +47 7847 5210, <http://noreg.as/overnatting/info/3934>

Price 85 e for two nights/person including two breakfasts.

Wednesday 11.2. Skarsvåg

On February 11, 2004, the sun rises at 9:24 and the sun sets at 15:37.

If we did the trip to Northcape the day before, there is now a lot of time to explore the island. There are no trees here and the landscape is stunning. We recommend a trip down to Honningsvåg. Be careful driving down the slippery and curvy slopes, we have had a few minor accident here before. If the weather is bad, it is maybe better to stay in the village as roads may get closed by booms and then you are stranded in the town and need an expensive hotel room.

Thursday 12.2. Skarsvåg - Hetta 380-400 km

Better to fill up as soon as you see a petrol station. Next possibility is Lakselv (130 km) in the mainland or maybe Russenes (Olderfjord).

We have to use the 6.8 km long (212 m beneath sea level) tunnel to mainland. The cost is quite high, about 140 NOK (about 17 e) per car, but if you are two in the car you pay 168 NOK (one way).

The usual route, Lakselv-Karasjok-Kautokeino-Hetta, makes about 400 km. Another route possibility is driving via Alta to Kautokeino and Hetta. In theory it should be a little shorter and quite interesting with open beautiful landscapes, but there is also a danger of closed roads or waiting for the clearing of them.

Any route you choose will be very demanding and changing from curvy and icy coastal roads to straight Lappish desert roads when nearing Finland. Then also temperatures may drop radically again. Driving in the Finnish Lapp roads is quite fast because you will not see much traffic, just the reindeer. Also you do not feel like stopping all the time, because of the low temperatures or darkness. It is easy to keep an average of 70 km/h or even more, but do not exceed your (or your wheels) limits. Quite a few people have done that during the previous raids and we have seen too many crashed 2CVs. Luckily there has been no personal damages. Be careful!

Karasjok is the Lapp capital. They have "Sápmi", the Saame Theme Park worth visiting.

You can visit the silver smiths' workshops "Silversmids Juhls" in Kautokeino. It is worth a stop and located near the ski-jump place. Turn right near the petrol station in the village and soon to left again.

Do not get confused with names when you arrive in Hetta or Enontekiö or Eanodat or Heahtta (Lapp language names). We stay at our traditional base "Hetan Majatalo". There will be a heavy supper in the evening, about 10 e. Very nice saunas in the inn (included in the fee). If you have not tried it out before, you should do it here. You can get a "Sauna Certificate" as proof of your courage.

In Hetta, on the day of arrival, we have been invited by the same VW people for a party at a local restaurant - why not. Anyway, our own Superfinn Party is the next evening. The leader of the VW group is a discjockey so a lot of music will be available and our very own "Frozen Duck Band" could also perform.

Sad news to the participants of previous raids: the nice keeper of the inn, Matti, died suddenly in 2002, but the family is still running the place.

HETTA: Hetan Majatalo, tel: +358 (0)16-5540400, fax +358 (0)16-521362, about 25 e per person/night including a super breakfast.
<http://www.hetan-majatalo.fi>

Friday 13.2. at Hetta

A big breakfast in the morning, fill up yourself for a day outdoors. We are planning to make a skiing trip into the wilderness for those interested. We will have a light Lapp meal during the trip. Hopefully it will not be too cold so that we will be forced to cancel this. We will see that everyone interested can rent the cross-country skiing equipment.

A few snowscooters will be rented for the group so everyone can try this fun. They are quite expensive, normally about 120 e/day including insurance, but not the 2-stroke petrol which they consume a lot. In 2000 we made a guided trip with the scooters, but most of the time was spent digging the scooters out from the snow as some people did not want to stay on the marked paths. The snow depth here is about 1 m this time of the year.

We are searching for the prices and possibility to rent snowscooters in Hetta for those who were interested in this (about 10 scooters needed). More information in one of our ajajakokous.

In Hetta you can also visit the Nature Center with some nice exhibitions or the Nature Park itself. There is also a local small ice castle in Hetta.

You should have brought a small bottle of the most terrible or special tasting spirit of your country for the SuperFinn ceremonies in the evening. Give the bottle now to Henkka. The Superfinn ceremonies and last unforgettable evening all together is starting!

Saturday 14.2. Hetta - Oulunsalo 470 km

After another gigantic breakfast, we will hit the snowy roads again. Rovaniemi and the Arctic Circle Center offers lots of possibilities for tourist, like the old fellow called Santa Claus or Joulupukki. On 11.2. they have opened something called "The Snow Show" in Rovaniemi. It is an exhibition of snow sculpture and architecture, must be interesting!
<http://www.thesnowshow.net/html>

The big ice castle at Kemi is there, really worth a visit too.
<http://www.snowcastle.net/>

Some teams will drive down the Swedish side so not everybody will be in Oulunsalo anymore. A few people will stay in Kemi.

The roads are turning into boring asphalt surfaces again. Instructions for Hotel Vihiluoto: coming from north on the motorway E75 / 4. After passing the river Oulu (frozen) you drive 7 more km and then take the exit to Oulunsalo following the signs for the airport. Turning right at the exit you drive over a railway and a traffic light crossing. After 2 km there is a sign to the right: Hotelli Vihiluoto, turn there and try to find it (just less than 100 m).

Hotelli Vihiluoto, Vihiluodontie, 90440 Kempele (Oulunsalo), tel: +358 (0)8 514 5100, fax: +358 (0)8 514 5200,
<http://www.hotellivihiluoto.fi>

Sunday 15.2. Oulunsalo - home

Oulunsalo-Helsinki for example is some 600 km, but probably not everybody is driving the same way. A piece of cake anyhow!

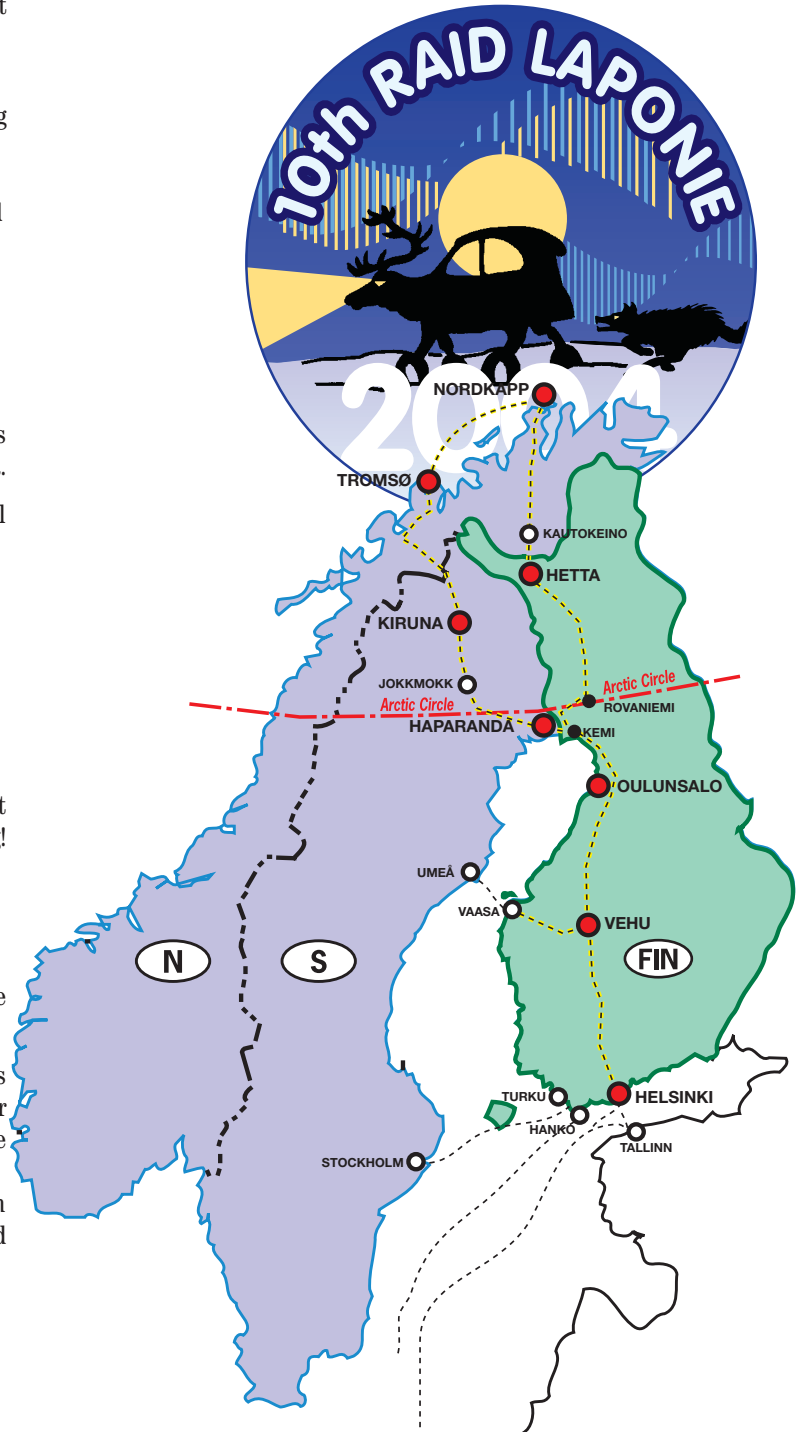
On your way back a possibility is to stay overnight in Viitasaari (about 300 km South of Oulu) at Miekkanieniemi, a bed&breakfast place kept by a few 2CV club members. If interested, contact miekkanieniemi@kolumbus.fi, www.kolumbus.fi/miekkanieniemi, tel +358 14 571013.

Weltti Virtanen sf welcomes raiders to stay at his place in Jämsänkoski (near Jyväskylä). Jukka has his details, if you are interested. If you take the ferry from Vaasa (or Turku) to Sweden, Jukka can offer accommodation in Vaasa (or you can just make a stop there for fun).

That's all folks.

We wish all the teams a safe and unforgettable last Raid Laponie!

The Raid Laponie Organisation



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