



Dear Raiders of the North,

We can finally provide you some more info about the 10th Raid Laponie. The big number of participants and enquiries have kept us busy.

We have accepted more than 80 people into the group and there are still more in the waiting list. This is going to be the biggest Raid Laponie ever - and very challenging for us organisers. The raid is still organised on an amateur basis so hopefully you will understand our limited capabilities with such a big group. Any volunteer help for the organisation will be appreciated.

There was a cancellation by team 15 Bolt/Visser and they have been replaced by a new French team. Rik Janssen (team 11) also has a co-driver, Frans van Riel from Belgium. Team 26 Tölg now has 3 people as Bimbo eventually could join us.

Please, notify us about changes or errors in the participant list by returning the Enquiry Form to us by 20th December. This info will be also mailed in ordinary post to all the teams (driver's address) registered. Keep your co-driver informed. If you need to cancel, please inform us immediately. Last minute cancels may bring additional difficulties to all raiders.

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 to bring a good quality sleeping bag and a mattress, 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.

There are no changes in the dates which are 5.-15.2.2004. 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 we send you 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. Due to practical reasons, the accommodation must be booked in advance, you can not make impulsive changes of overnight spots during the raid.

BASIC PRINCIPLES

- the participation fee (60 Euros/person) covers the costs of organisation only. When you registered, you paid a minimum of 60 e/team and the rest will be paid according to the number of participants when you join the Raid Laponie. If you cancel your trip, the fee will not be returned.
- everyone participates entirely at own risk and responsibility. Remember to take a sufficient and car insurance.

- 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 a 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

- the raid is not recommended for small children or pets

ENQUIRY FORM

Separately, you will receive our Enquiry/Confirmation Form. Please fill it in carefully and send it back - by post, not by email. Correct the possible errors in your data. If you do not know all the details yet, you can send the missing ones later. The most important thing is to know that you will participate for sure.

EMAIL AND THE INTERNET

We are very glad that most of you have an email address. It is very practical for us or anybody having something to say to other raiders. Just copy the addresses from the recipient field or use "Superfinmail" (explained below). If you have an email address which we do not know yet, let us know. Teams without email will receive the infos by post.

Gert-Jan sssssf has set up "Superfinmail" mailing list in the Internet. The registered users will receive all the messages from fellow raiders and the participants of previous raids. If you are not already there, you can start by visiting <http://groups.yahoo.com/group/Superfinmail/> or contact Gert-Jan at superfin@home.nl. Used it for chatting anything concerning Raid Laponie, 2CV or Lapland: questions, greetings, jokes...

Last raid we had a superb Internet diary arranged by Tante Rik, and we will have something like that again.

Have a look at the fine Raid Laponie web pages at <http://www.sitruuna.com/raidlaponie/>. You can access the "raiders only" area with the password "ssf" (write anything in the "name" area). Please, send in your photos, greetings etc. to be included in the participant list there. Our webmaster is Nalle Karhu (team 14), send the material to: nalle@citroen-hy.com. All the informations we have sent will be available in the web. If you try to get a sponsor, ask them to visit these pages. We promise to update them frequently before the raid.

PREPARATIONS FOR YOUR 2CV

You should have received the separate info for preparations for your 2CV. Please, do all the preparations in advance. Do not suppose you can 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. From border or harbour you may drive with normal tyres to the closest changing spot. If stopped by the police with summer wheels, you can show the Raid infoletter.

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 and those without studs must be driving in front. In Scandinavia there is no particular speed limit for stud tyres. You can use sizes 125, 135 or even 145 x 15. Snow chains may also help in some tricky situations.

If you need to rent spiked winter tyres, let us know early enough (use the Enquiry Form). The tyres are coming from private club members and the tyres are all second hand ones. The rent is 60 e/set of 4 tyres on rims for the duration of the Raid. The user is responsible for possible damages to the rented tyres. If you get a flat tyre stop immediately, do not continue driving.

We are just happy if you can arrange the tyres yourself. Karsten Schreiber has a set of used winter tyres with spikes for sale. Mark Lewis (team 31) has a set of Vredestein's 155 x 15 winter tyres (no spikes) to hire. His tyres will be available in Finland. Burton Car sells brand new Michelin winter tyres (with stud holes) in Holland, contact Gerjo Kip (team 22) if interested. Automeca (see Matti Lampila, team 19) can arrange new studded Michelin tyres in Finland. Michelin friction tyres seem to be still available in Germany at www.franzose.de. You can also use the front winter tyres of Smart car, Continental for example, they are OK.

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.

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 Laponie so these signs must be taken seriously.

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.

COMMUNICATIONS

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.

Most people have GSM phones and sending short (SMS) messages is not so expensive. Of course the phones are very useful in case of emergency as the net covers most of our route. 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). Let us know your GSM number and we will publish a list of numbers before the start.

THE WEATHER

The winter is more or less on time here this year. In Lapland there is already some snow and temperatures going down to -20...-30°C during the nights. 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. Good preparations will make your journey an enjoyable one in any weather conditions. 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 daylight only lasts a few hours in the North so let's not waste it. Anyway, we cannot avoid driving in the dark daily. Still, it can be quite an enjoyment with the white snow all around nicely illuminated by the headlights of your 2CV.

For daily weather reports in internet, see <http://www.fmi.fi/weather> (select a location). There are also interesting weather cameras reachable at: <http://www.wetteronline.de/> (choose webcam, then Europe and Finland...)

We will arrange a little competition to the raiders. Guess the lowest temperature during the trip. It will be measured by Jukka's "official raid thermometer" with min/max memory function. We will collect your guesses in the Enquiry Form. There will be a nice prize for the winner in the end of our trip.

HOW TO COME TO FINLAND

You are free to join and leave the Raid where and whenever you wish, if you let us know in advance. Give us the date when you arrive/join/leave. Please make your ferry booking early enough.

Ferry connections between Sweden and Finland

The cheapest ferry routes are for example Stockholm-Helsinki or Stockholm-Turku operated by Silja Line (www.silja.fi), Viking Line (www.vikingline.fi), and Seawind Line (www.seawind.fi).

Combitickets including the ferries to Denmark and Sweden may be also available. The Northernmost all year ferry (interesting ice conditions) runs Umeå-Vaasa by RG-line (www.rgline.com). If you use this one, you can join the raid with Jukka (accommodation possible in Vaasa). An alternative on your way back, too.

Ferry connections between Estonia and Finland

If you prefer to travel along "Via Baltica" you have the possibility to take a ferry from Tallinn to Helsinki. Try for example Silja Line (www.silja.fi), Viking Line (www.vikingline.fi), tallink (www.tallink.fi).

Ferry connections between Germany and Finland

Take a ferry from Rostock to Hanko (Superfast ferries, www.superfast.com) or a combi-ferry from Travemünde to Helsinki (Finn carriers Ro-Ro ferries, www.ferrycenter.fi). Rostock-Hanko takes about 22 hours and Travemünde-Helsinki 36 hours.

If you need a place to stay in Helsinki, let us know and we try to arrange a cheap place. For this contact Veikko Jousmäki (veikko@neuro.hut.fi). One possibility is Eurohostel close to the harbour (www.eurohostel.fi, tel +358-9-6220470, fax -655044).

For information about Lapland in internet, you can try for example: <http://www.mek.fi/> (Finnish Travel Bureau), <http://www.visit-sweden.com/gb/frontpage.asp>, <http://www.visitnorway.com/>. Inform the other raiders if you find useful links in the internet.

SPONSORS

We trying to get a few sponsors for the raid. Negotiations are still going on. We would be very happy, if you could get a smaller or bigger one even for the whole group. To get the benefits from the sponsors you are asked to carry their stickers in your car.

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 in cash for this purpose. Change the money you need in advance because it can be difficult to find exchange spots in Lapland. 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.

When counting the costs, consider accommodation, petrol (1 - 1,3 e/litre), fees for special programmes and visits, possible rent of the winter tyres and in addition all your personal consumption like food and drinks. The price level here is a little higher than in Central Europe. Norway is more 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.

OTHER THINGS

Good clothes, shoes, handgloves and a warm hat will avoid you from freezing. You sure do not want to get ill during the raid. Keep your feet always warm and dry. A raincoat and waterproof shoes can be useful sometimes. The wind is more an enemy than the low temperatures. Better to use many thin layers of clothing than just a thick one. Do not forget the sunglasses and protective vaseline (without water!) for your skin. Lighter indoor shoes can be a good idea, too. 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).

If you have cross-country skis, it might be a good idea bringing them with you. They are not very expensive in Finland, too.

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.

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

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

If you play an instrument, there is a good chance to join the "Raid Laponie Igloo Band". Let us know!

We will print Raid Laponie stickers in two sizes and a name sticker, too. Every team will get some at start. Extra stickers, t-shirts, postcards etc. will be available at the "Raid Shop".

If you are interested in bringing 2CV spare parts or even a whole car for sale in Finland, contact us.

The official raid language is English.

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).

NEWS ABOUT THE ROUTE

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 we have not confirmed all the offers yet.

Thursday 5.2.2004 Helsinki - Soini 350 km

Most teams arrive in the morning in Helsinki, some earlier. It is also possible to start from Vaasa with Jukka, if you have winter tyres arranged. The whole group should be together Thursday evening in Soini.

We will gather at Sompassaari ferry port in the morning (you will get a map later). If needed additional meeting points can be arranged according to your ferry selections. Please remember to inform us about your arrival. Those needing tyre change will continue to a garage for this. You can leave your summer tyres in storage there. The others should start driving towards Soini following the instructions supplied at start. In good weather driving takes about 5 hours. We could have a good common meal at a nice restaurant in Tampere.

We drive Helsinki-Tampere-Orivesi-Keuruu and finally to VEHU, which is a very very small village 28 km before Soini, really in the middle of nowhere. Our base is the ex-school of the village which has been nicely renovated for accommodation.

Unfortunately the building is far too small for our big group so a few heated tents will be built up in the neighbourhood. Some people also should sleep on the floors. In the Enquiry Form, please tell us, if you are willing to sleep in a tent in Vehu. It is an unique experience and usually it is not that cold here in the "South".

In the evening we will hold ajajakokous and a get-together party in the biggest classroom of the school in a very close atmosphere. A meal with elk meat, coffee and tea will be available for us, you do not need to cook in Vehu. No shops or gas stations here, but a lot of darkness and quietness outside. We are also planning to arrange an icetrack for drive training on one of the local (frozen) lakes in the dark.

Accommodation, program, meal, sauna and breakfast altogether about 40 e/person.

<http://www.kievarireitti.fi/vehu>

Friday 6.2.Vehu - Haparanda 470 km

The serious driving starts. Moving on North: Vehu-Soini-Vimpeli-Kaustinen-Oulainen-Liminka-Oulu-Kemi-Tornio-Haaparanta trough almost uninhabited countryside. On the way you visit Oulu which is a bigger city, one of one of the high tech centers in 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 about 6 km away. Who want to volunteer? Price 20 e, breakfast about 5 e extra. In the Enquiry Form, please tell if you want to order a breakfast or if you cook yourself in those places where the breakfast is not included in the price.

<http://infokiosk.haparanda.se/images/engelska/indexeng.htm>

Saturday 7.2. Haparanda - Jokkmokk - Kiruna 490 km

Early start, 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 later.

In Jokkmokk, we will visit the famous Winter Market "Jokkmokksmarknad", it's the 399th time it is arranged. Have a look at <http://www.jokkmokksmarknad.com/>. It was still about this year's event, but will probably be updated soon. The market is very interesting and also a good place to make some really unique Lapp shopping.

Always when it is dark and clear skies, look for the polar lights (Aurelia Borealis), they have been very active this year.

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.

<http://www.ripan.se>

Sunday 8.2. Kiruna - Tromsø 390 km

Now heading towards Norway along E 10. It is a good idea to fill up and do the shopping in Sweden, it will be much more expensive on the other side of the border. 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 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.

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, maybe also a breakfast (we need to make a reservation).

<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 view 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 promille of alcohol in the blood of the driver.

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 one hour in advance. "Hurtigrutten" means Fast Route as 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.

The ferry prices: ticket 65 e per person, cabin 30-40 e per person, 32 e per car. Let us know (using the Enquiry Form) if you need a cabin. In theory, it is also possible skip the ferry and drive to Honningsvåg, but hopefully all of us join the voyage.

<http://www.hurtigruten.com/>

Tuesday 10.2. Honningsvåg - Skarsvåg 25 km

After spending the night on the ferry, we will approach in the island of Magerøya. About 4000 people live in the only town Honningsvåg where we land about 2 pm. Better do all needed shopping here, because probably no shops or petrol stations further North. We spend two nights in the fishing village of Skarsvåg at "Nordkapp Turisthotell". Price 85 e for two nights/person including two breakfasts.

There is also another car group staying elsewhere in Skarsvåg exactly the same time. VW Beetle drivers have copied our idea, but they have some other cars too including a few 2CVs. The group is much smaller than ours, but we are thinking of some sort of cooperation. They will also put up a heated tent where some of our group may stay if needed. Anyway, it will be very crowded at our hostel.

Wednesday 11.2. Skarsvåg - Nordkapp - Skarsvåg 30 km

After the breakfasts we try to take our cars up to Nordkapp. Use the warmest clothing you have reserved for you. Nowadays they clear the road also sometimes in wintertime, but this can become very expensive to us and maybe some cooperation is needed here with the VW people. Snowstorms are usual and it may happen that the clearing of the road becomes totally impossible. We are trying to get information about the options.

Anyway, the road is narrow and difficult to drive if it is windy as it normally is. There are no protecting trees or buildings around. The road follows the edge of the cliff with no fences.

Anyway, when we are back at the hostel, have a party together, although the raid is not done yet.

<http://www.skafitus.no/>

Thursday 12.2. Skarsvåg - Hetta 380 km

We have to use the 6.8 km long (212 m beneath sea level) tunnel to mainland. The cost is quite high, about 17 e per car and 6 e per person (one way).

Back to the routine of long-distance driving. This route is 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. Anyway, driving in the Lapp roads is pretty 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 the grip of 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!

On the way, you can see the silver smiths' workshops "Silversmids Juhls" in Kautokeino. It is worth a visit and located near the ski-jump place. 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", about 25 e per person/night including a super breakfast. 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 latest here.

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.

<http://www.hetan-majatalo.fi>

Friday 13.2. at Hetta

A big breakfast in the morning, fill up for a day outdoors. We will make a skiing trip into the wilderness. The equipment can be rented from the inn, but it is also a good idea to bring your own cross-country skis.

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.

If you want to rent a scooter for yourself it must be reserved in advance, please use the Enquiry Form and we will later see what is possible and reasonable. We are not arranging a guided snowscooter tour and if you want to drive on your own in the woods you need some experience.

In Hetta you can also visit the Nature Center with nice exhibitions and the local small ice castle.

Bring a small bottle of the most terrible or special tasting spirit of your country for the SuperFinn ceremonies in the evening. Give the bottle to Henkka in Hetta.

Saturday 14.2. Hetta - Kemi/Oulunsalo 370 km/470 km

After a great breakfast again, we will hit the snowy roads. Rovaniemi and the Arctic Circle Center offers lots of possibilities for tourist, like the old fellow called Santa Claus or Joulupukki. The big ice castle at Kemi is there, worth a visit too.

<http://www.snowcastle.net/>

We have not yet decided if we stay overnight in Kemi (Hotel Yöpuu) or Oulunsalo (Hotel Vihiluoto), it is possible we have to choose the bigger one in Oulunsalo.

<http://www.hotellyopuu.com/> <http://www.hotellivihiluoto.fi/>

Sunday 15.2. Kemi/Oulunsalo - home, for example Helsinki 600/700 km, a piece of cake!

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

If you take the ferry from Vaasa (or Turku) to Sweden, you can contact Jukka for accommodation.

More detailed info in the next infoletter.

The Raid Laponie Organisation

Looking forward to seeing you in the 10th Raid Laponie,

The raid organisation: Jukka & Henkka & Veikko

Info address:

Jukka Isomäki
Mäntymäentie 7
FIN 65200 VAASA, Finland
Tel/fax, home +358-6-3123971
GSM +358-40 7200 211
email: FIN2CV@saunalahti.fi

Henkka: teippari@teippari.net
henkka.castren@mbnet.fi

Veikko: veikko@neuro.hut.fi



www.sitruuna.com/raidlaponie