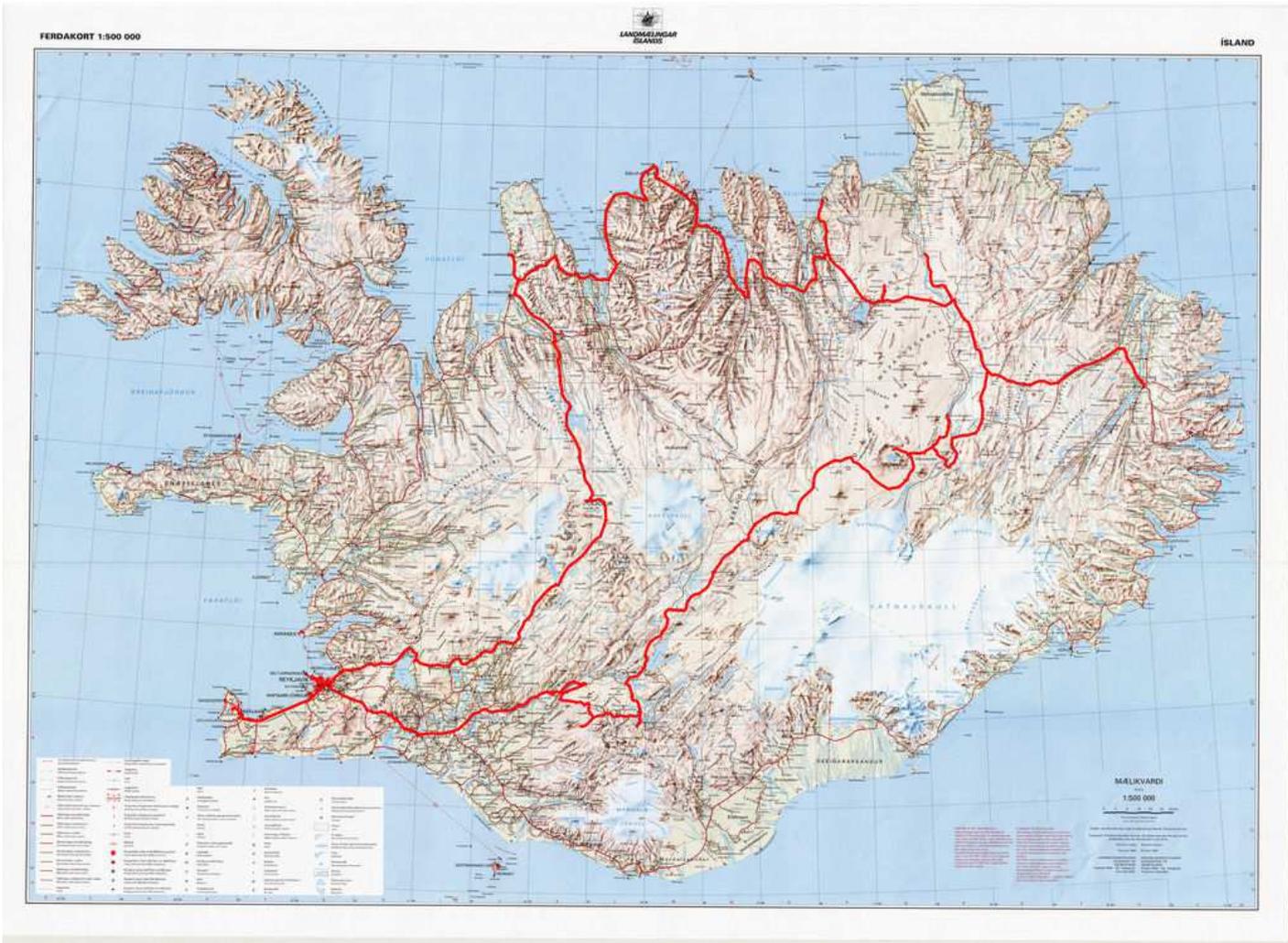


# The Clift Family's Travels Around Iceland



Summer 2016

### To summarise:

One month in a Syncro, geysirs, waterfalls, lava fields, desert roads, breakdowns, on the road repairs, whales, northern lights, etc.

### Getting there.

As far as we could determine, there are two ways of getting a campervan to Iceland from the UK.

Ferry from Harwich to Hook of Holland then an approx 1000km drive through Holland and Denmark to Hirtshals in the north of Denmark, then a 48 hour ferry trip with [Smyril Line](#) to Seyðisfjörður on the east coast of Iceland. The same process operates in reverse for getting the van back to the UK.

OR

Campervan to Eimskip in Immingham about two weeks before flying to Iceland. The van goes by container ship to Reykjavik where it will be ready to collect when you get off the plane. The same process operates in reverse for getting the van back to the UK.

Cost wise the second option is possibly slightly cheaper, particularly so if you start adding in the ferry to Holland and cabin accommodation for a family of four on the ferry to Iceland, but in terms of time spent just getting to and from Iceland the second option wins by some considerable margin, so that is what we did.

In terms of the process of shipping by container vessel, we found [Eimskip](#) to be really helpful with regard to making sure the customs paperwork was in order for Iceland. The cost of shipping is based upon cubic volume occupied, so anything you can do to avoid big back boxes or trailers helps in that respect. If you are on a tight budget, make sure you get estimates of the various bunker charges, environmental levies etc, that they need to add on to their shipping costs to give you a total budget price. Eimskip can also arrange insurance for you during shipping - we discovered our vehicle insurance didn't cover the vehicle being transported unaccompanied. Alternatively you can approach independent brokers for this which may save you some money at the expense of additional hassle. Payment is by BACS and can only be made once the van has shipped as they will not invoice you before. You pay for both the 'tour' and 'retour' legs at that time.

Budgeting this option can be a little bit tricky as Eimskip only fix their prices around three months in advance, so you wouldn't be able to confirm a price until April for shipping in July for example. Don't forget to allow for the various charges and levies on top as above. Also, any quotes given are based upon pricing in EUR, so if the exchange rate shifts the price you pay in GBP once your van has shipped will have moved by a corresponding amount.

With regard to container options, if you have a hightop like us then you are pretty much limited to a flatrack - essentially a container base without sides, which gets stowed under cover in the tween deck. Presumably pop tops etc can be put in standard containers which can go above deck. It is worth being aware that there is limited space available in the tween deck and so a very small risk that if your van needs to get stowed below deck then it might not get on the first scheduled sailing, hence our decision to drop the van off for shipping two weeks before we left. Loading of your van will be done by the dock personel without you being present.

In terms of preparation of your van, the fuel tank needs to be less than 1/4 full, and the rules regarding transportation of gas cylinders are extremely strict - put simply, don't try it. This will be a particular issue for any Westy owners like us, but there are ways around it - more in another post.

Generally the whole process was pretty painless, the only wrinkle being that the DFDS team that are contracted to load in the UK for Eimskip dropped our keys under a loader, completely destroying one of our immobiliser fobs. Fortunately we had spares.

Lastly a picture - our van waiting for us at the docks in Reykjavik.



### **Preparing the van**

Prior to the trip we got the van checked over by [CoastVW](#), on top of which we made a few additional modifications.

### **Rear wheel carrier**

We fitted one of the [new carriers that Tigerbus have just started producing](#) which are based upon the VW original. We actually ended up with the first example off the production line which meant there were a few easily resolved wrinkles with fitting that we understand are

being sorted out for future examples. The fit on this carrier is generally very good. Construction is stainless steel throughout apart from the actual bolts holding the wheel, and there is a gas strut fitted which prevents the carrier swinging back against the body of the van.



We also modified our Paulchen rack to allow it to fit to the door with the wheel carrier in place which gave us additional outside storage space for the fuel, gas, etc, that we didn't want to carry inside the van.



### Air intake

We got Coast VW to renew the existing air intake hoses with silicon replacements from Brickwerks, and seal the joints, so that the air intake was safe for fording, and then we fitted an additional flexi hose and cyclone type pre-filter in place of the standard snorkel to help with dust. I used a couple of lengths of HDPE pipe with 75mm outside diameter to make connectors between the various sections of hose, and modified a spare louvre grill to pass the flexi hose. The filter we used was a [Donaldson TopSpin H002437](#) - it cost a bit more than one of the pre-filters with a clear bowl but it has a higher efficiency and is self cleaning. The bracket holding the filter is an improvised affair based upon the Fiamma awning brackets. I would thoroughly recommend that you consider something like this, particularly if you are planning on doing any of the roads in the interior, as the dust that gets kicked up by the wind and by other vehicles on these roads is very fine and it gets in everywhere.



## Twin towing eyes

We got CoastVW to weld an additional front towing eye onto the front of the vehicle, as this would allow us to distribute the load from any recovery / towing at the front.



## Acrylic headlight protectors

We fitted a set of the acrylic headlight protectors that CVC now sell, that we had bought from the forum member that produces them.

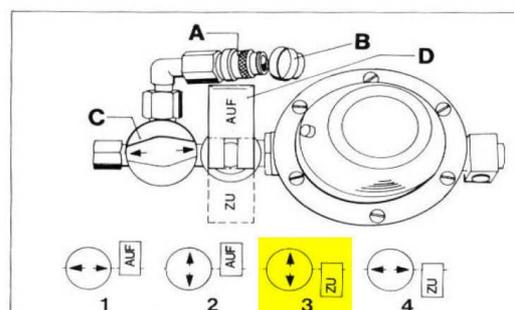
## Spares, etc.

The spares inventory that we had on board was actually quite minimal. We took a standard set of filters - oil, fuel, air, spare fuses and lamps, a spare alternator belt, and a spare throttle cable (more of this in a later post). I also had a bunch of jubilee clips of various sizes, self amalgamating silicon tape, cable ties, and other various bits and bobs.

## Gas supply

As far as we could determine there are currently no LPG filling stations anywhere in Iceland. Since we had to empty the Westy's built-in gas cylinder as a condition of shipping the van by container ship, this meant that we needed to sort out an alternative source of gas for cooking, etc.

The solution we came up with was to use locally sourced Propane cylinders, with an appropriate adapter and a 50mBar regulator, to provide an alternative supply of gas to the van through the BBQ point. The valves on the Westy gas tank need to be set as per Option 3 in the diagram below to allow an external supply to be used.



The only external 50mBar regulators we could find in the time available came with a UK POL fitting for cylinders in this country, however in Iceland the standard cylinder fitting is US POL. To address this [Gaslow](#) were able to provide a UK POL Female -> US POL Male cylinder adapter, which you can see between the regulator and cylinder valve in this picture.



The propane cylinders in the picture above come in sizes from 5kg upwards, and they are readily available in the larger [N1 filling stations across Iceland](#). When you first get a cylinder you will pay a charge for the gas and a deposit for the cylinder, and then you only pay for the gas when you exchange for future cylinders. Keep your receipt from the first cylinder you buy as you may need this in order to get the deposit on it refunded when you hand it in at the end of your trip - any gas you haven't used is wasted. The deposit for a 5kg cylinder was approx £60 but the gas inside was only around £20, and we found this size lasted us around 2.5 weeks.

## Mapping

The essential map for us was the [Mal Og Menning 2016 Kortabók Iceland Road Atlas with Town Plans](#). This is a 1:300,000 atlas which we found to be extremely comprehensive, and which we supplemented with GPS longitude and latitude coordinates from the iPhone Compass app to get a better fix on our location on particular roads.

We also tried the [OsmAnd Maps app](#), which is a free download and which allows you to get a free OpenStreetMap Iceland dataset from within the app and which can use the phone's GPS. While we found this app useful for tasks like pin-pointing facilities in towns, we also found that some of the roads in the highlands in the OSM dataset were not as up to date as the paper atlas. One peculiarity of Iceland is that roads can move to new locations as geological or weather events can make existing routes untenable, and in this respect the road atlas was better.

## Wild Camping in Iceland

In respect of wild camping, the position in Iceland is now that it is discouraged due to fears about damage to the environment, with the rules having been tightened up as recently as November 2015. The definitive guide on what is allowed can be found on the environment agency website here:

<http://www.ust.is/einstaklingar/frettir/frett/2016/06/30/May-I-camp-anywhere-/>

In short, with a campervan you are now pretty much prohibited from camping anywhere except designated sites, particularly in the national parks.

That being said, we did see some people who had pulled into viewing areas and were obviously intending to spend the night there, so wild camping is still possible. However you will need to be mindful of leaving everything as you found it, and definitely avoid driving or walking anywhere that there are not well established tracks to follow.

It's also worth being aware that there are numerous smaller and larger campsites dotted around Iceland, even along many of the highland roads, and so it is usually easy enough to find a suitable place to stay.

With regard to costs, we found campsites generally charged by the number of people staying rather than the number of vehicles or tents, and that a typical charge in popular locations or the national parks was 1800 ISK per night per adult.

In order to keep the cost of campsites down we bought an [Icelandic Camping Card](#) which gave us 28 nights of discounted camping as a family on a selection of sites across the country for 109 EUR. The discounted rate with this card for up to two adults and three children is 111 ISK per night. In respect of the sites covered by this scheme, they obviously varied somewhat in quality and size, although the larger ones had quite comprehensive facilities including swimming pools, and some are well located as stepping off points for exploring the highlands.

The following is a bit of info about some of the **F-roads** that we travelled and which you might want to consider exploring. These roads are generally only trafficable for around ten to twelve weeks in the summer season, with the dates when they are open determined by the conditions. More details of these dates can be obtained from the [The Icelandic Road and Coastal Administration](#). I will try to add some images of some of the places referred to in later posts.

Most hire companies ban people from using their vehicles on any of these roads, and they are generally designated as 4WD only, with smaller jeeps discouraged from some of the more challenging roads. The cost of breaking down on these roads if you cannot repair any breakages yourself, or self recover, can be quite high. A couple who were travelling the F910 road from Askja to Nýidalur ahead of us in a newer Toyota Land Cruiser had their front wheel bearing disintegrate just as they arrived at the other end which led to, we understand from messages exchanged later, a three day wait at Nýidalur followed by a EUR 1000.00 tow to Akureyri and an EUR 800 garage bill to fix the problem.

In terms of road markings, the more popular routes (F35 and F26) have a fairly well defined carriageway with berms at the edge of the road to discourage people taking their vehicles

onto un-trafficked areas. The quieter roads however tend to be defined by the tracks of previous vehicles and intermittent timber posts with painted yellow tops at roughly 100m to 200m intervals. In a few places you will need to determine your own route and it becomes a bit of a point to point exercise.



*The F894 heading back from Vikraborgir to Drekgil*

You need to ensure that you have sufficient fuel, food, etc before you embark on any of the F-roads, as there are no locations in the highlands where you will be able to re-supply. The various ranger stations have free water supplies and there are toilet / shower facilities which you can pay to use, but they will not supply anything else. In terms of fuel consumption, we estimated on our journey along the 901, F905, F910 and F26, that we were getting fuel consumption with our 1.6TD JX of around 12.5 litres per 100km (22.6mpg).

With the more challenging F-roads we would highly recommend that you check conditions with the park rangers before travelling.

### **The Kjölur Road - F35 / 35 – 161km**

This is one of the two main inland roads that cross Iceland through the highlands, and although it is officially designated as an F-road and is closed except in the summer, you may see it is marked on some maps as a standard road. It is unpaved for most of its length with a washboard texture that we found prevented speeds greater than around 30km for much of its length, with the road surface being particularly bad south of the hot springs and campsite at Hveravellir due to a lot of tourist traffic. All of the river crossings on this road are bridged so there are no fords to negotiate, and so although you are discouraged from doing it in anything other than 4WD vehicles, a lot of people do travel this road in 2WD vehicles.



*The south end of the F35 near Gullfoss*

## **The Sprengisandur Road – F26 – 207km**

The other main inland route crossing Iceland, this road gets used by the tour buses that go between Reykjavik and Mývatn to cross the centre of Iceland, and it should probably only be tackled in a 4WD if only because of the fords in the road, particularly those just north of the ranger station at Nýidalur which can easily exceed 600mm later in the day. We only travelled the south section of this road, and as with the F35 it had a heavy washboard texture for most of its length due to the volume of traffic on the road.

## **Roads to Landmannalaugar – F208, F224 and F225**

Landmannalaugar is a popular walking location due to its spectacular scenery. Unfortunately there seem to be quite a few people who think this is the case and so the campsite had the appearance of a small music festival site the nights we were there due to the number of small tents that were present. There are three main roads which you can use to get into the area all of which are designated as 4WD only. The easiest route is the north section of the F208 which connects with the southern paved section of the F26, which although rocky in parts has no fords, and it is the route that we saw 2WD drivers using. An alternative more direct route from Reykjavik is the F225 from the east which runs along the north side of Hekla – this road is generally less rocky than the north section of the F208 but it has a number of fords, the deepest of which was around 400mm when we passed. We didn't travel the final route which comprises the southern section of the F208 running down to Landbrot / Eldhraun, although we understand some of the fords on this section can get quite deep (>600mm).

Whichever route you use to get into the area the final 2km to the Landmannalaugar campsite are along the F224, which is relatively benign apart from a couple of steep climbs and two fords (400mm) at the entrance to the campsite. If you have travelled here by 2WD and don't want to chance these last two river crossings then you can overnight for free in the car park just before the crossing, and use footbridges to cross the river. When we were there we did see a 2WD diesel Westy successfully cross these fords both ways, although we also saw a number of other vehicles that ended up getting towed out of the river, and which then had to be trailered back to Reykjavik.

## **Mývatn to Askja – F88 – 93km**

The F88 runs from the 1 near Mývatn past the oasis at Herðubreiðarlindir, and the base of Herðubreið, to the ranger station and campsite at Drekgil in the lee of the Askja crater. This road is the main route for tour buses to get to and from Askja and as a result it has quite a lot of washboard texture. The main issue on this road are the fords on the rivers Grafarlandsá and particularly the Lindá that can get quite deep (>600mm) which can cause problems for many smaller vehicles. From the campsite at Drekgil the relatively straightforward F894 winds approximately 8 km up the slopes of the Askja volcano to a car park further up at Vikraborgir from where you can visit the main caldera of the volcano and the Viti crater.

## **Möðrudalur to Askja – F905 and F910 – 85km**

An alternative route to the Drekgil campsite at Askja goes from the 1 down the 901 past the settlement at Möðrudalur where there is a campsite covered by the Camping Card

scheme. The route then goes onward via the F905 and the central section of the F910 to meet the F88 and then on to Drekagil. There are two small fords to cross on this route with the other more major river crossings on the road all traversed by bridge. Of the two routes to Askja this is the less risky and the one we would recommend.



*On the F910 to Askja*

### **Askja to Nýidalur – F910 – 125km**

The road from Askja to Nýidalur is via the western section of the F910 connecting with the F26 just north of the fords at Nýidalur. This road used to run along the north edge of the Vatnajökull glacier until late 2014 when the eruptions at Holuhraun led to the creation of new lava fields and changes in the geography of the area and the road was rerouted to the north. Although the old Gæsavatnaleið road is largely intact to the south it is apparently extremely hazardous as some of the fords have shifting sands on the river bed which can bog down vehicles trying to cross. The newer route is further to the north and is still considered a difficult road. As a rule of thumb the park rangers recommend that people should not travel this road if they have a vehicle with tyres smaller than 33 inches – our BFG ATs are only 27.5 inches!

In terms of surface the road is a mix of rocky gravel, sand and lava beds, with four fords towards the western end, a couple of which are quite fast flowing and which can get quite deep later in the day (>600mm). There was nothing terrain wise that we encountered that presented too many issues for our Syncros, although there were some situations where you needed to be a bit careful over crests due to the reasonably limited breakover angle of the T25. The rangers use this road to travel between their stations at Drekagil and Nýidalur every couple of days and they reckon on it taking between 5 and 7 hours depending on conditions. This road actually took us over 9 hours of driving time not including stops and breakdowns, which suggests an average speed below 14kph, with almost all of the journey in first gear. Due to falling light and driver fatigue we actually had to stop overnight around 45km from Nýidalur, although this actually worked in our favour as it meant that we were tackling the big fords on the journey the next morning when they were shallower.

The scenery on this road is spectacular, and while we would recommend you try it, we would definitely suggest you travel together with others, and that you only attempt it if you are confident about the condition of your vehicle.



*The road south from Askja to Holuhraun*



*The lava fields at Holuhraun*



*On the F910 to Nýidalur*

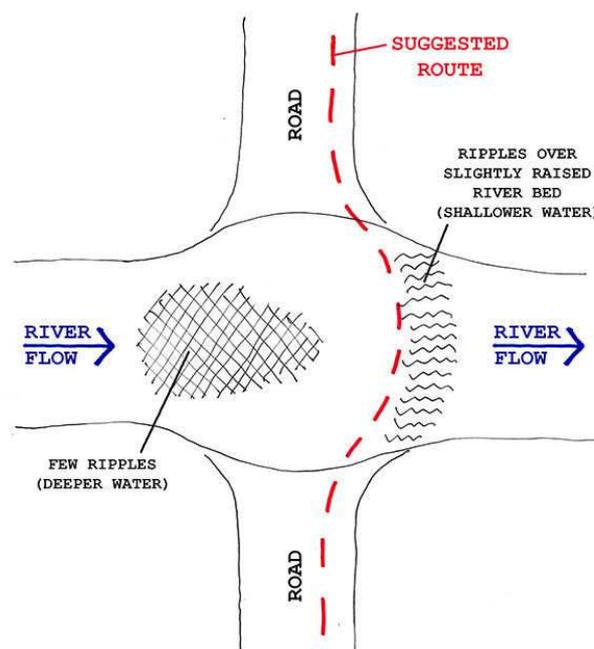
## Fording rivers

Every forded crossing we encountered had one of these signs next to it which has some good advice on it (picture courtesy of Wikimedia Commons).



Generally you should only cross when you are happy that you know how the crossing is configured, whether that's by walking it or because you can see the bottom of the river. If you don't know what you are getting into then you might not come out the other side.

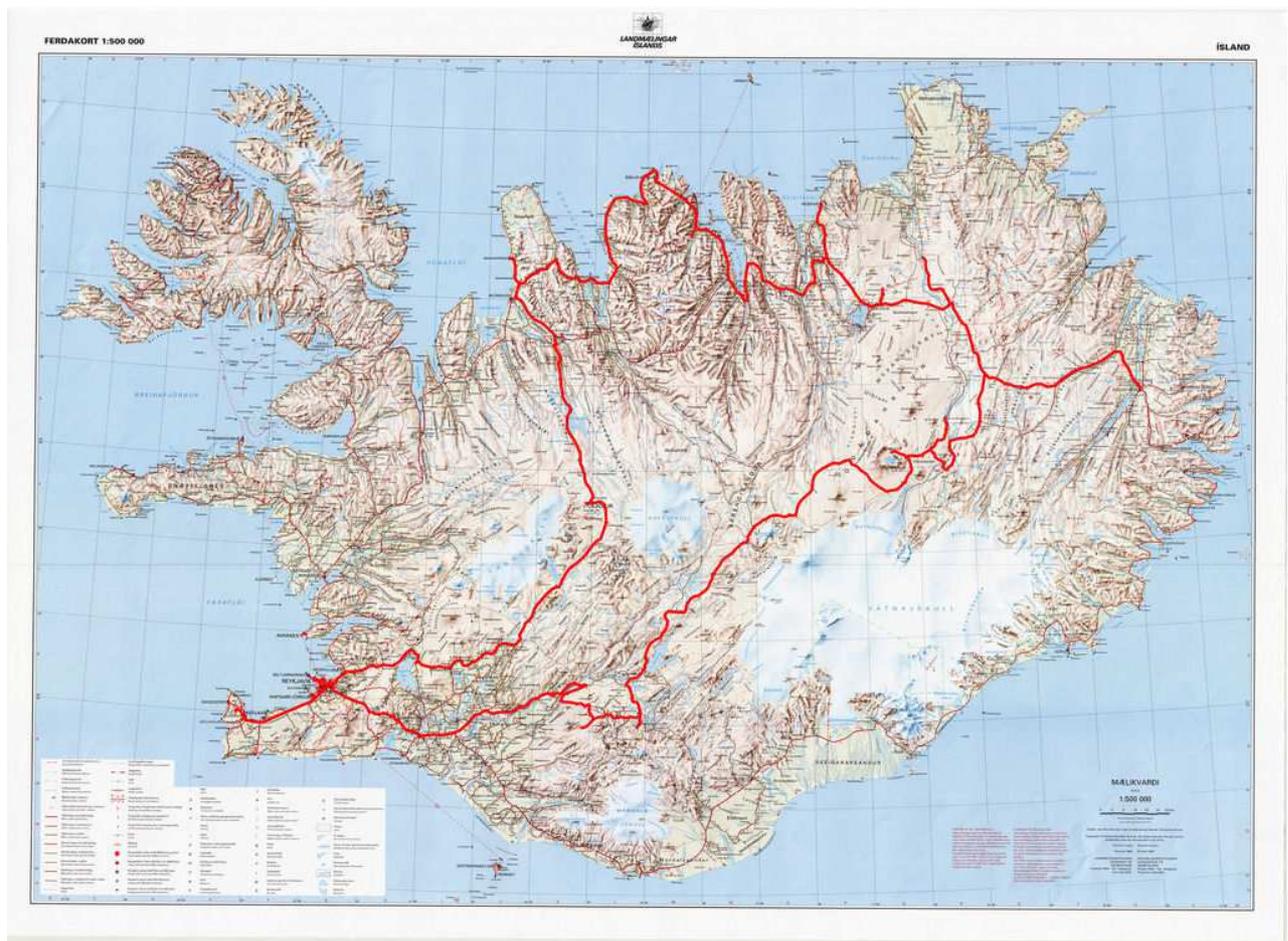
Most of the fords we crossed were similar to the diagram below, with a deeper area in the centre and slightly upstream, marked by smoother water, and shallower water slightly downstream where the pebbles collect at the edge of the crossing and marked by a rippled surface. The advice we got from the park rangers was to follow this rippled water by driving slightly downstream and then curving back upstream as you cross. To reiterate though, you need to check each river as you find it before crossing. Ideally you should be in the lowest gear (G on a Syncro) and drive steadily at a constant 5kph to 7kph without stopping. If you have a rear difflock then engaging it will help with the exit from the water on the other side.



Many of the river fords on the F-roads are the result of glacial melting and so they can get deeper and faster flowing as the day goes on. Generally speaking the earlier you can cross a river the more benign it will be. When we crossed the river just next to the Nýidalur ranger station on the F26 at around midday it was approx 400mm deep, but we later heard that the previous evening at around 6pm it had been nearly 750mm deep.

The last thing you should be aware about fords is that no matter how carefully you drive them you are likely at some point to lose your front number plate in one (unless it is mounted high on your vehicle). We managed to find ours on the bed of river as we had a pair of cheap waders in the van, but many don't and you will see numerous cars on the F-roads that have them missing.

See below the route of our travels in Iceland - from memory not GPS! The total distance we travelled was approximately 1200 miles / 1925 km in a roughly clockwise direction.



**One app you really should consider**



The [Icelandic Association for Search and Rescue](#) produce a free app called **112** (titled after the number you dial to reach search and rescue), which you can get from a link on their website and which you should definitely consider putting on your phone.

Except for a few isolated patches of the F910 we found that we had pretty constant mobile reception throughout almost all of Iceland, including most of the highland interior. This app takes advantage of this and allows you to Check In with the computers at Search and Rescue headquarters by sending an SMS with your GPS location. These computers then store the last five positions reported from your phone and use those as the basis for any search that might need to be undertaken in emergency. There is also an Emergency button that sends a distress call with your GPS location by SMS.

It is worth being aware that although the app only needs a mobile connection to report positions etc, it will however need a data connection for the initial setup.

An honourable mention goes to the free **Veður** (Weather) app, although this will need a data connection to work.

### **The Breakdown**

Two weeks into our trip, we had our only really major hiccup when we lost the ability to put the van into any gear on the F905 to Askja. This is probably not the best road to get stuck on, but fortunately we had not gone very far from the campsite at Möðrudalur where we had stayed the previous night, and we also hadn't crossed either of the two fords on the road. See below a picture of my legs sticking out from the side of the van.



As there was mobile coverage we were able to make a couple of calls, and at this point I would like to thank Ash at [CoastVW](#) and also [Aidan Talbot](#) who helped us to diagnose the problem, which was that the teeth on the gear selector lever had completely worn. This meant that although the gear linkage could still move the gear selector shaft into and out of the gearbox, it couldn't rotate it to engage any gears.



For those who might find themselves in a similar position, the self recovery option is to remove the gear selector lever from the end of the selector shaft and cable tie the linkage, etc out of harms ways. Then you manually select a suitable gear by pushing the gear selector shaft into the gearbox against the spring and rotating it with a set of grips - pushing it in about 8mm to 10mm and then rotating it anti-clockwise gave us second gear (clockwise would give you first gear depending on your gearbox and situation). This tactic allowed us to limp back to the campsite where we were then destined to spend the next five days.

It is at this point that I would like take this opportunity to reiterate what a great bunch of guys [Brickwerks](#) are. An order was placed the following day (Thursday) using the wifi on the campsite, which Brickwerks dispatched at the first opportunity by expedited UPS service to our location. The campsite owners were convinced that the package stood no chance of arriving before Wednesday, but it confounded expectations by arriving Monday morning as promised. The package contained not one but two alternative replacement gear levers, as well as a replacement selector boot, a satchet of grease, plus a spare nut and a couple of washers just in case. Just like Christmas except stuff you actually want and need, and so two hours later we were were packed up, repaired and back on the road to get new supplies.



Just to give you an idea of how remote Möðrudalur is, it is the highest inhabited place in Iceland and it also holds the current record for the coldest temperature ever recorded in the country at -38°C in 1918.



*Möðrudalur in the evening*

We saw a total of five other T25s the whole month we were there.

An Icelandic 2WD Caravelle in Reykjavik, a Syncro panel camper conversion from the Netherlands [that we met at Krafla](#), a green Doka that we passed on the road to Egilsstaðir, a 2WD Westy Club Joker hightop that we saw at Landmannalaugar, and a 16" Syncro Doka from the Netherlands that we ended up travelling with for about a week through the centre of Iceland (see below).



*Syncros camped at Askja with Herðubreið in the background*

So not many examples and only one of them native to the island.

There are plenty of opportunities for travel in a 2WD in Iceland so I don't want anyone to think it's only for Syncros, it's just that on some of the harder roads you really need to have that extra capability on hand.

Okay now a few pictures to whet the appetite. After one night at the Reykjavik City Hostel, which is expensive, but very conveniently located for the Eimskip container terminal, and stocking up on supplies, we headed north east towards the centre of Iceland stopping at some of the sights along the way.

### **Þingvellir**



*The Almannagjá fault at Þingvellir looking south – the eastern edge of the North American tectonic plate is on the right of the picture.*



*The Þingvellir rift valley – the western edge of the Eurasian Plate is marked by a fault line just in front of the mountains 25km away in the distance. The two tectonic plates that meet here are moving apart at roughly 2cm per year.*

## Geysir and Gullfoss



*The Strokkur geyser in the Haukadalur valley which erupts every few minutes. The eponymous Geysir erupts rarely, usually only after large earthquakes.*



*The Haukadalur valley behind Geysir.*



*The waterfall at Gullfoss. Heading north from here takes you along the F35 Kjölur Road.*



*The hot springs at Hveravellir midway along the F35 - the glacier in the background is Hofsjökull.*



*On the F35 heading towards the north of Iceland.*

We stayed at a Camping Card site at Skjól which is close enough to Geysir that you can see the plumes of steam down the valley, and which is just down the road from Gullfoss and the south end of the F35. The nearest supermarket and fuel are around 30km away in Flúðir.

Heading north on the F35 we overnighted at Hveravellir

### Trucks

Okay. Now a few of the trucks that we encountered along the way.



*Apparently this truck in Siglufjörður was Russian*



*A nice LT at Möðrudalur with a MAN truck in the background*



*A completely OTT Unimog at Landmannalaugar*



*The fire truck in Siglufjörður*



*A nice Pinzgauer 712W at Askja*



*I have no idea what this is supposed to be...*

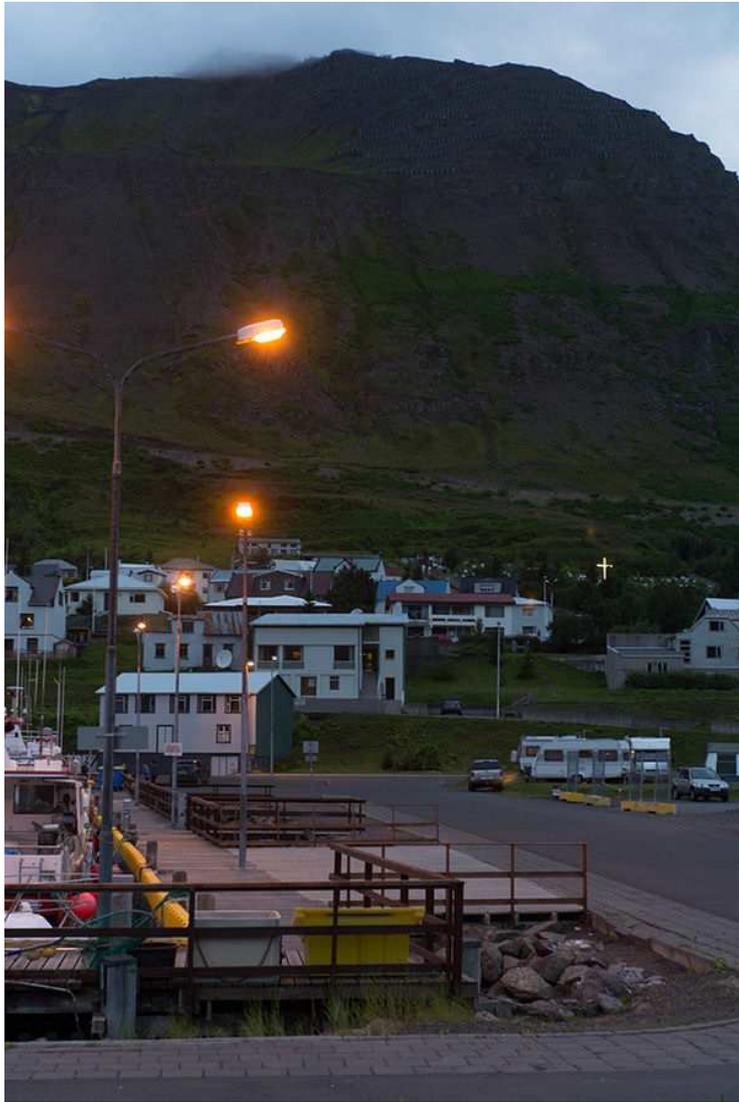
A few more pictures



*A view looking south of Miklavatn lake at the end of Skagafjörður.*



*Looking north from Skagaströnd*



*Siglufjörður*



*A view looking north across Eyjafjörður near Dalvík*



*Whale watching in Eyjafjörður from Dalvík.*



*Goðafoss*



*Midnight at 63°50'N*





*The Leirhnjúkur lavafields at Krafla - the last eruptions were in 1985 but parts of the lavafields are still steaming 30 years later.*





*The Viti Maar crater at Krafla.*



*Camping facilities' near Krafla – the water is warm!*



*The waterfall at Dettifoss*

We stayed at Camping Card sites in Skagaströnd, Siglufjörður, Húsabakki near Dalvík, and Heiðarbær near Húsavík. All of these were proper campsites except Siglufjörður which is essentially an Aire in the town centre.

**Some more pictures - the road to Askja and beyond**



*The 901 to Möðrudalur with Herðubreið in the distance.*





*Writing postcards at Möðrudalur while we waited for parts to repair our van (see previous posts)..*



*New friends*



*Back on the road to Askja and Herðubreið looms large.*



*The oasis at Herðubreiðarlindir on the F88.*



*The Öskjuvatn crater lake at Askja - this crater resulted from an eruption in 1875 that ejected 2.5 cubic km of material in 24 hours.*



*Sunset seen from Drekagil*



*Heading out on the F910 to Nýidalur*

**Another breakdown ...**





*This time it's a broken throttle cable. Fortunately we had a replacement cable in our spares which fitted as they had exactly the same engine as us, but it still took us over two hours to get going again.*



*A break for lunch ...*



*... and a break for hot chocolate.*



*Vatnajökull in the distance to the south as we near Nýidalur.*

## Landmannalaugar



A few last pictures



*Heading up Hekla*



*Looking north west across Iceland from the upper slopes of Hekla*



*Barbecue time with friends*



*Sending the van on its way home*

### **A few more random bits of information**

You won't need lots of cash in Iceland as almost everywhere has a card machine, usually contactless, and will take payment for even small amounts by card without issue.

The best value for money for supplies was in the Bonus supermarket chain.

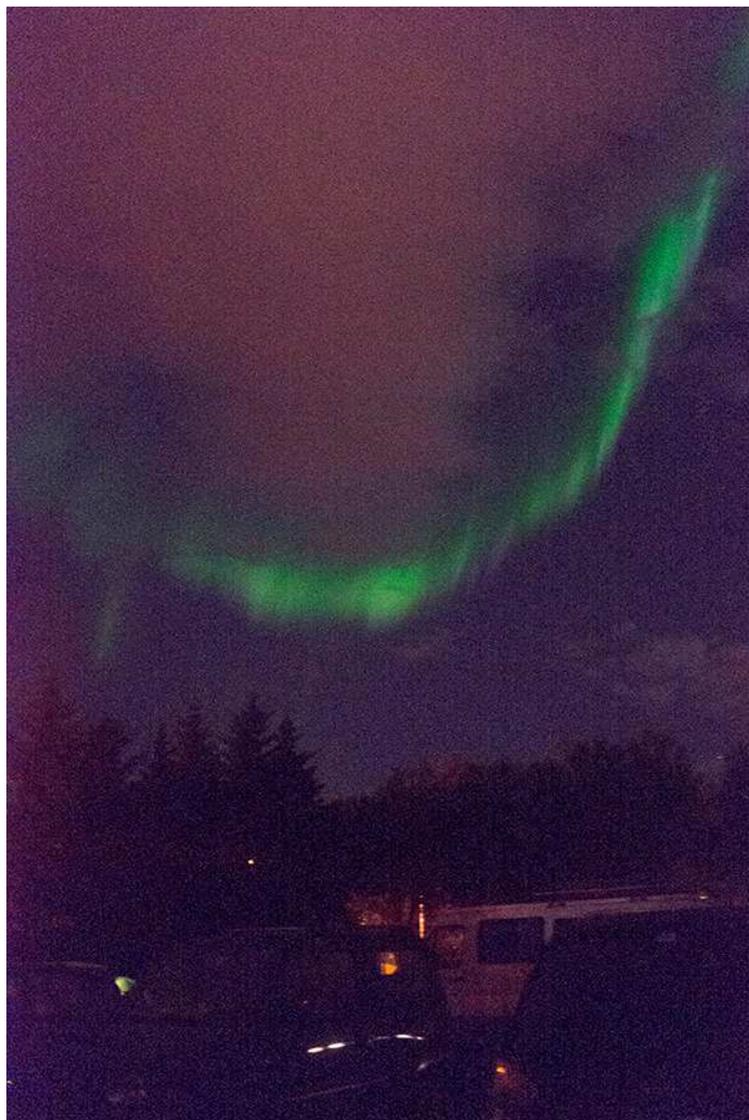
Speed limits are maximum 90kph on the ring road, down to 30kph in towns. Perfect for a T25!

The Monday after the first weekend in August is a public holiday. Expect museums and shops to be shut and lots of Icelanders to be travelling and camping that weekend.

Alcohol can only be bought in state run Vínbúðin stores. You cannot even buy beer in supermarkets.

Fuel prices are roughly the same as the UK at present. Prices for other things such as food, eating out, admissions, etc are generally quite a bit more than in the UK.

### **One last thing ...**



*The Aurora Borealis above Reykjavik on our last night camping in Iceland*