

Dairy of a Motorbike Tour to the North Cape



from 28th June to 20th July 2014

Xueyan Zhang
Viktor Martoglio
on a
Yamaha FJR1300A

Content

1. Planning and Preparation

- 1.1. The Motorbike
 - 1.1.1. Grip Heating
 - 1.1.2. Electric Installationen
 - 1.1.3. Hand Protection
 - 1.1.4. Touring Wind Shield
 - 1.1.5. Navigation
 - 1.1.6. Action-Cam
 - 1.1.7. Intercom
 - 1.1.8. Luggage
 - 1.1.9. Seat Cushioning
- 1.2. Personal Equipment
- 1.3. Travel Preparation
 - 1.3.1. Time of Travel
 - 1.3.2. Travel and Route Planning

2. Dairy

- 2.1. Leg 1 from Eschenbach SG (CH) to Hamburg (GER) on 28th June 2014
- 2.2. Leg 2 from Hamburg to Malmö (S) on 29th June 2014
- 2.3. Leg 3 from Malmö to Stockholm on 30th June 2014
- 2.4. Day at Stockholm on 1st July 2014
- 2.5. Ferry from Stockholm to Turku (SF) during the night from 1st to 2nd July 2014
- 2.6. Leg 4 from Turku to Kokkola on 2nd July 2014
- 2.7. Leg 5 from Kokkola to Rovaniemi on 3rd July 2014
- 2.8. Leg 6 from Rovaniemi to Karasjok (N) on 4th July 2014
- 2.9. Leg 7 from Karasjok to North Cape and on to Hammerfest on 5th July 2014
- 2.10. Leg 8 from Hammerfest to Alta on 6th July 2014
- 2.11. Leg 9 from Alta to Tromsø on 7th July 2014
- 2.12. Leg 10 from Tromsø to Harstad on 8th July 2014
- 2.13. Leg 11 from Harstad via the Lofoten to Bodø on 9th July 2014
- 2.14. Leg 12 from Bodø to Mosjøen on 10th July 2014
- 2.15. Leg 13 from Mosjøen to Levanger on 11th July 2014
- 2.16. Leg 14 from Levanger to Kristiansund on 12th July 2014
- 2.17. Leg 15 from Kristiansund to Hornindal on 13th July 2014
 - 2.17.1 The Atlantic Road
 - 2.17.2. The Trolligsten Mountain Crossing
 - 3.17.3. The Geiranger-Fjord
- 2.18. Leg 16 from Hornindal to Bergen on 14th and Resting Day at Bergen on 15th July 2014
- 2.19. Leg 17 from Bergen to Jorpeland on 16th July 2014
- 2.20. Hiking to Preikestolen on 17th July 2014
- 2.21. Leg 18 from Jorpeland to Aalborg (DK) on 18th July 2014
- 2.22. Leg 19 from Aalborg to Hamburg (GER) on 19th July 2014
- 2.23. Leg 20 from Hamburg to Eschenbach SG (CH) on 20th July 2014

3. Summary

1. Planning and Preparation

My wife and I are both not too young anymore (born in 1965 and 1957 respectively). But we are travel freaks and therefore a motorbike trip to the north of Europe was high on our agenda. But it's a bit misleading to call it a North Cape Tour because not the North Cape but the journey itself was the goal. And such a journey needs a lot of preparation.

1.1. The Motorbike

My beloved motorbike (Yamaha MT-01, RP18) is not really suitable for a motorbike tour. It is a naked bike equipped with chain drive, without the possibility to carry luggage, and the seating position for the passenger is a bit awkward (the angle of the knees is much too tight for long distance travel and she's sitting so high up she can even see the speedometer – not good). Therefore we had to buy a second motorbike for this journey which is better equipped for that kind of usage. No, not a BMW-GS, because there is a thing called brand loyalty. Under these circumstances (Yamaha, good wind protection, luggage system, cardan shaft drive) the options were limited to a 1200 Super Ténéré or a FJR1300A. After looking around a bit I found a fairly reasonable priced FJR1300A, built in 2003 with more than 100'000 km on the meter. Because you can't really kill these bikes the mileage shouldn't be any problem at all.

But for travelling securely and comfortably on such a trip any bike need to be adjusted to one's personal needs:

1.1.1. Grip Heating

We'll be travelling to the very North of Europe. Up there it can be cold even in summer. One of the previous owners had already installed grip heating. But the way the electrical wiring was done didn't really delight myself. There was a fuse installed but hidden under a lot of tape somewhere in the wiring harness. Not traceable in case of a defect. Because I had to add some more electrical stuff anyway the harness of the grip heating was brought to a more acceptable standard.

1.1.2. Electric Installation

Many electrical appliances like cell phones, cameras, tablets, and so on have to be recharged via USB port. Therefore a USB socket had to be added. I installed it underneath the handle bar on the right side of the encasing. The current is supplied via a 10A fuse from port 15 via a relay (gets power only when ignition is on). The second (normal) 12V-socket is supplied directly from port 30 (B+) via a 15A fuse. Things plugged in there get always power even by switched off ignition.

Additionally the fuse box right of the sockets contains a fuse for the navigation unit (10A from port 15), grip heating (10A from port 15), and one more (15A from port 30) for the 220-Volt-battery charger installed under the driver seat.



1.1.3. Hand Protection

They don't look neither sporty nor sexy but are a necessity on a long tour. They protect from wind and rain and the clutch and break-handles if the bike falls over.



But I couldn't find anything suitable in any online shop. They would only fit on (smaller) motocross bikes. But accidentally I saw a picture from the new 1200 Super-Ténéré – and guess what, those hand protections fitted perfectly. Even the original mounting kit could be used with just minor modifications.

1.1.4. Touring Wind Shield

I'm 1.90 meters tall even without my boots on. The original wind shield therefore provides little wind protection but a lot of wind noise. There was no other choice but to buy a higher wind shield. I bought one from Ermax. This was better than the original but still not satisfactory.



But that can only be realised after testing it on the bike. And if it's been used obviously the dealer doesn't take it back therefore I bought an additional extension to it (MRA X-Creen Spoiler) from BS-Motoparts (bs-motoparts.com), including the necessary papers to run it on the street legally.

Now the shield was high enough to guide the airflow over the helmet even for a tall person like me.

1.1.5. Navigation

For such a journey one needs a good navigation system. It must be waterproof and be controlled wearing gloves. So I bought a Garmin Zumo 660 LM and permanently mounted a well adjustable holder at the clutch handle. The system connects via bluetooth to the intercom of the helmet to enable me to hear its directives.



1.1.6. Action-Cam

This trip you do only once – like any other trip too. Therefore it should be well documented. And what's better for that than a good action cam which can take good pictures even while you ride and when it's raining. And you don't need to stop and take out the camera.

I decided on a Maptaq Q-CAMZ Full-HD 1080p together with eight 32GB micro-SD cards. I made the decision because of the full HD resolution, the 170° fisheye lens and the elegant design (who wants to have a right angle bulky item at the front of the motorbike or at the helmet). But the testing phase revealed the accumulators to be rather insufficient and couldn't be recharged

during operation. Additional accus and/or external charger I wasn't able to find; neither from the supplier (conrad.ch) nor from the manufacturer Maptaq. Neither of them reacted to my many emails: not nice! I will remember for future purchase.



So I bought a GoPro 3+ despite of its look and put it at the front of the bike below the wind shield and used the Maptaq only occasionally for pictures rather than movies. The GoPro was a valuable investment.



1.1.7. Intercom

Quite some time ago we invested in a bluetooth intercom system (Midland BT Next Twin) and are really satisfied with it. No upgrade needed there. We don't even use all its possibilities because who wants to listen to the radio or make phone calls during riding?



1.1.8. Luggage

Even though we are used to travel light there are still a lot of things to take along on a three weeks motorbike trip. To have it a bit easier we bought inner bags for the two side cases. In there we put our personal stuff (clothes, medications, personal hygiene stuff, etc.) which we would take to the hotels. We could leave the boxes at the bike because they can get quite dirty when it's raining. These inner bags are really helpful. The top case we used for things we didn't intend to use (tools, repair stuff, rain gear, etc.). This box we left always on the bike and – except for the rain gear – we didn't use anything put in there.

In many internet forum they said gas stations were rather rare and many wouldn't accept foreign credit cards therefore we decided to carry spare petrol with us. But I didn't want to have the resulting fumes inside the box so I put lugs on the lid and carried the two 1.5 liters canisters outside. That worked well but we actually never needed them. We could always find a gas station in time and never had a problem using our credit cards. Either the forums were old or exaggerating the situation, or we were simply lucky.

Inside the tank rucksack we stored our electronic devices (laptop, mobile hard drive, memory cards, charger, cables, accus, etc.). Because the sockets for recharging are close to the tank we could recharge those devices during the rides and take everything to the hotels easily.



1.1.9. Seat Cushioning

Long distance riding means stress for the back. You can avoid that by buying a Honda Goldwing, but then what about brand loyalty! The alternative is to add additional comfort to the seats of your bike. That's what Air Hawk is for. They are extremely expensive but thanks to the internet I could find used ones fairly cheap. But they are covered in water-sucking fabric. Either take them off every time you stop or use a little canvas cover for the night. I decided for the second option.



1.2. Personal Equipment

We decided to wear light touring gear but these don't give good protection when raining. In addition we bought rain gear (FLM-Stormchaser from Polo). They were simply perfect. Even when raining all day long with heavy wind and low temperatures of only 5°C, they kept us completely dry and shut out the wind. Sometimes we would also wear them in nice weather just for wind protection. With the (body) rain gear we also bought the same kind of stuff for the boots and gloves. But they were completely useless, not needed, and a complete waste of money. But the Thermo-Boy-neck protection was a valuable investment. With or without rain gear they offered wind protection and could easily be adjusted even during riding. We still use them a lot even for Alpine skiing.

We decided to wear integral helmets. As I was and still am completely satisfied with my Schuberth S1pro I didn't see any reason to change to another helmet. But Xueyan had a flip-up helmet which was quite heavy, didn't fit too well, and caused her headaches after wearing it for more than an hour or two. She decided on a Japanese Shoei GT-Air which is quite a bit lighter and fits the Asian shape of her head much better and the intercom could easily be put in. This was a good choice.

1.3. Travel Preparation

The preparation for a journey is not a necessary evil but a very nice part of travelling. One can choose from many possibilities and look forward to the execution of what you prepared.

1.3.1. Time of Travel

Because this trip goes to Europe's far North beyond 71° North far North of the Arctic polar circle which lies at 66° 33' 55" and we travel on a motorbike the time of travel is an important factor because «up there» it can really get cold.

But we didn't want to travel during the main summer holiday weeks (mid July to the end of August) and avoid the big masses of caravan drivers we decided on the last week of June and the first two weeks of July. Apart from the rainy weather during the first week this time frame was ideal.

1.3.2. Travel and Route Planning

Apart from the North Cape there were some other places we wanted to see which were: ride across the Öresund bridge, skip through the skerry island off Stockholm, see the Lofoten, ride at the Atlantic Road, cross over Trollstigen, and stand on Preikestolen.

What we didn't want to do was riding endlessly on German motorways, therefore we decided to take the night train from Lörrach to Hamburg-Altona and back. Even though this train is quite expensive it is advisable to book very early. We did it seven

months in advance, as soon as the booking was available on their platform. The ferry from Stockholm to Turku we booked early too. For hotels we just collected information and booked them via internet just one or two days before we arrived. We did not encounter any problems in finding accommodation.



2. Dairy

On our trip to the North Cape we went – apart from our home country Switzerland – through five other countries (Germany, Denmark, Sweden, Finland, and Norway). We prepared for possible emergencies accordingly by collecting a lot of information:



Speed Limits				
Country	In	Out	Fast	Speedway
Germany	50	100	130	frei
Denmark	50	80	80	130
Sweden	50	70/90	90/110	110
Finland	50	80/100	-	120
Norway	50	80/90	90/100	90/100

Emergency Numbers			
Country	Fire Brigade	Police	Medicare
Germany	112	112	112
Denmark	112	112	112
Sweden	112	112	112
Finland	112	112	112
Norway	110	112	113

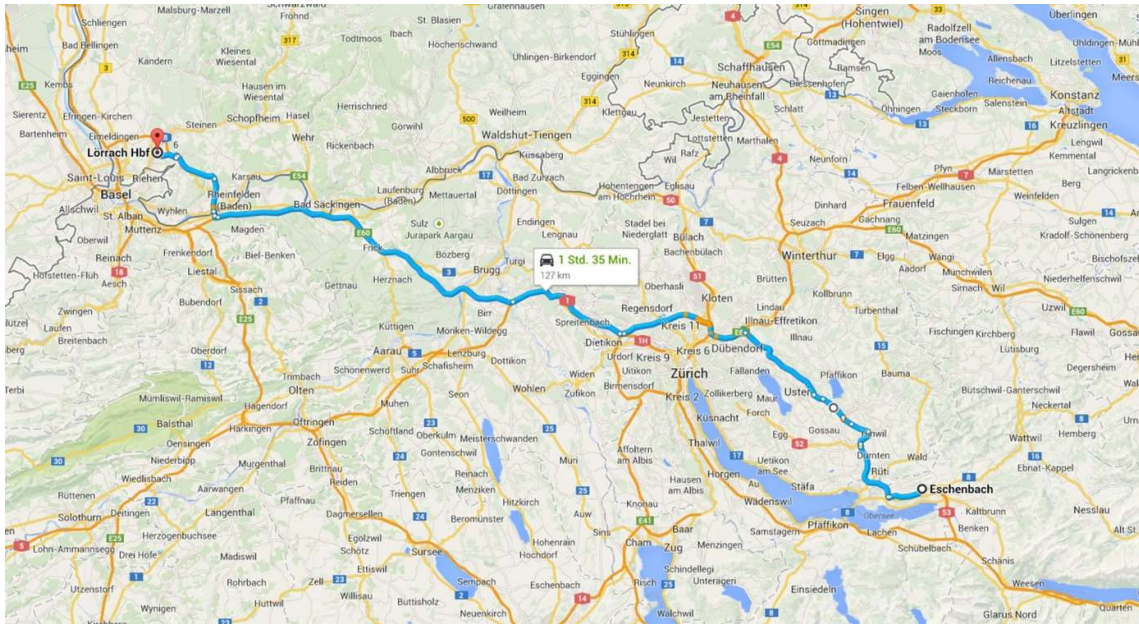
Exchange Rates				
Germany	CHF-€	1.00/0.83	€-CHF	100.00/122.65
Denmark	CHF-DKK	1.00/6.22	DKK-CHF	100.00/16.44
Sweden	CHF-SEK	1.00/7.48	SEK-CHF	100.00/13.65
Finland	CHF-€	1.00/0.83	€-CHF	100.00/122.65
Norway	CHF-NOK	1.00/7.00	NOK-CHF	100.00/14.40

Embassies and Consulates (Helpline EDA: +41 800 24-7-365 / www.helpline-eda.ch)	
Country	
Germany	Schweizerische Botschaft, Otto-von-Bismark-Allee 4A, 10557 Berlin / +49 30 390 40 00
Denmark	Embassy of Switzerland, Richelieus Allé 14, 2900 Hellerup / +45 33 14 17 96
Sweden	Embassy of Switzerland, Valhallavägen 64, Box 26143, 100 41 Stockholm / +41 800 24 7 365
Finland	Embassy of Switzerland, Kallioliinantie 16 A 2 a, 00140 Helsinki / +358 9 622 95 00
Norway	Embassy of Switzerland, Bygdøynesveien 13, 0244 Oslo, Norway / +47 22 54 23 90

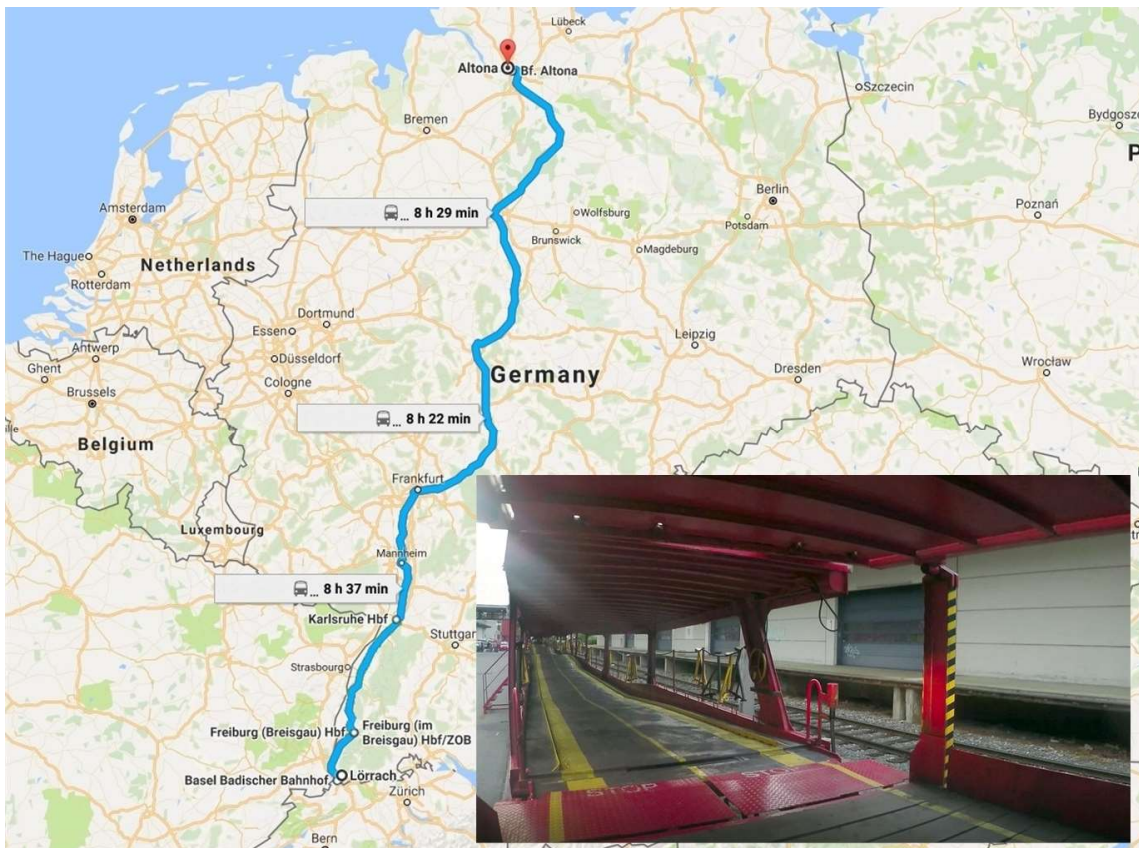
Car- and Motorbike Clubs	
Country	TCS-ETI-Notruf: +41 58 827 22 20 / TCS-Infozentrale: +41 58 827 24 24
Germany	ADAC: Mobil: 22 22 22
Denmark	ADAC: 0045-79 42 42 85
Sweden	Assistancekaren: 020912912, Flack: 087 679 000
Finland	Autoliitto: Landline: 0200 80 80, Cell Phone: (+358) 200 80 80
Norway	Falck Rescue Service Norge, Telefon: +47 02222 / +47 810 30 333

Luckily we didn't have to use any of the information because we didn't have any accident or defect.

2.1. Leg 1 from Eschenbach SG (CH) to Hamburg (GER) on 28th June 2014



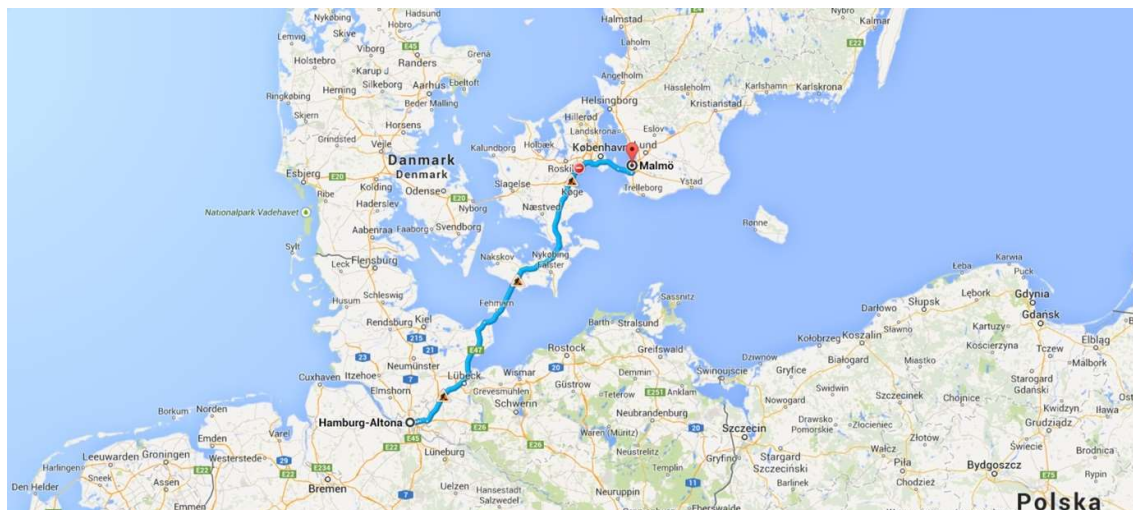
Finally we can start our long desired journey. After preparations for almost one year the time has arrived. The bike is ready, loaded, and refuelled. At four in the afternoon we leave home to ride the 130 km to Lörach in Germany just across the border from Basel. The weather is not the best and already near Zürich we meet the first rain drops. Then it's dry again till Rheinfelden and at the border crossing we had put our rain gear on for the first time. Later for loading the bike on the train it's dry again and as soon as we had sat down inside the train a downpour started. But that one couldn't really bother us anymore. Lucky us!



For the night we had booked two beds in a 5-person compartment. This was fully booked but the three other travellers didn't go through to Hamburg but had to leave at Hildesheim. Because the train wasn't fully booked they were given a separate compartment therefore we had ours for us alone. We had more privacy and were not woken up before four o'clock in the morning when the train arrived at Hildesheim – lucky again!

2.2. Leg 2 from Hamburg to Malmö (S) on 29th June 2014

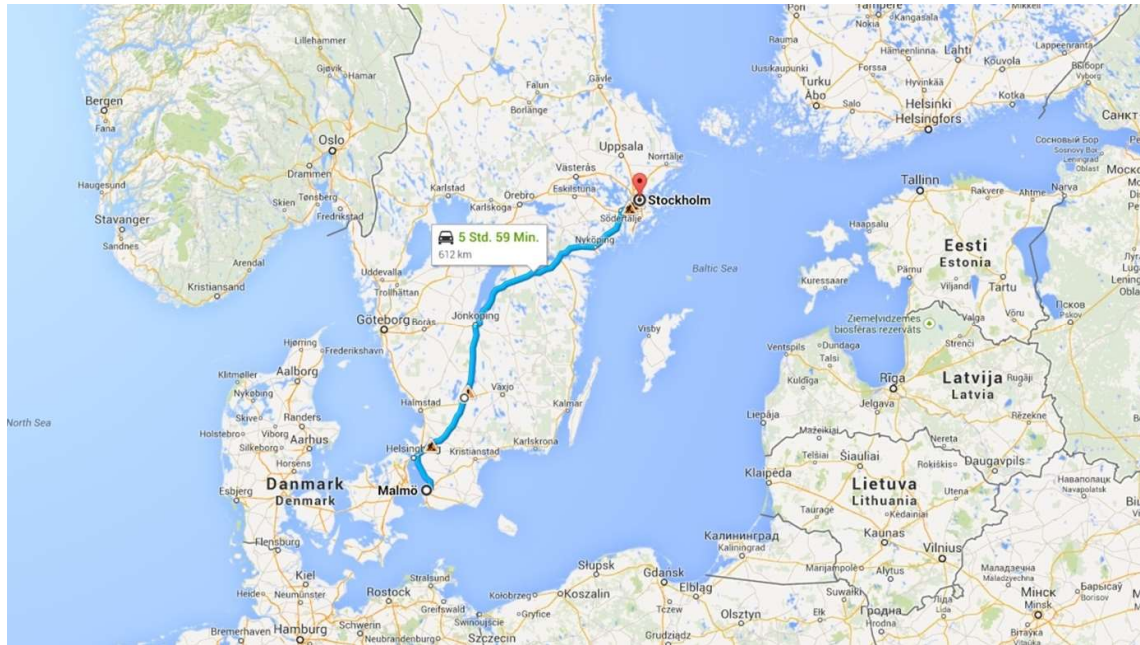
The train left Lörrach more than an hour late but as we arrived at Hamburg-Altona we were ahead of schedule, and we could start our daily journey on time.



It was raining already again when we left Hamburg. During the complete travel to Malmö it was either cloudy or raining sometimes pretty heavily. Our route went from Hamburg via Lübeck to Puttgarden on the island of Fehmarn, from there to Rødby in Denmark by ferry and on via Copenhagen and across the Öresund bridge to Malmö in Sweden. Because of the heavy rain there we decided not to stop at Copenhagen and therefore had enough time to enjoy a really good dinner at and a visit of the city of Malmö.



2.3. Leg 3 from Malmö to Stockholm on 30th June 2014



A not very spectacular leg, mainly of highways. The landscape is nice, the roads a good, traffic is not very heavy (except for two accidents with some traffic jam), but it doesn't really have highlights, and in comparison to other days it was quite boring.

In the morning at Malmö the weather was nice. The longer the day went the more clouds would appear. But there was no heavy rain and it was quite ok for riding.

2.4. Day at Stockholm on 1st July 2014



To use the panorama mode on moving objects can really produce funny pictures. Some of the vehicles in the picture on the right will have difficulties to drive back home (don't do this to crawling toddlers...).

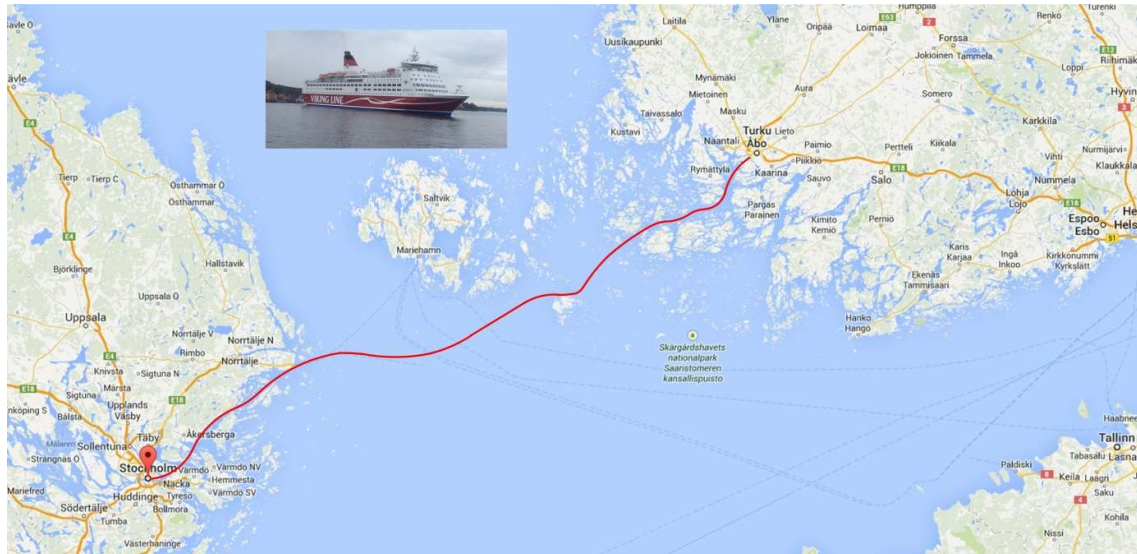




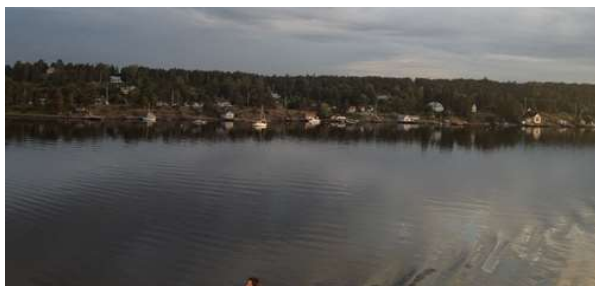
We really enjoyed the mainly dry day at Stockholm very much. The weather wasn't perfect but we had plenty of time to collect many positive impressions.

2.5. Ferry from Stockholm to Turku (SF) during the night from 1st to 2nd July 2014

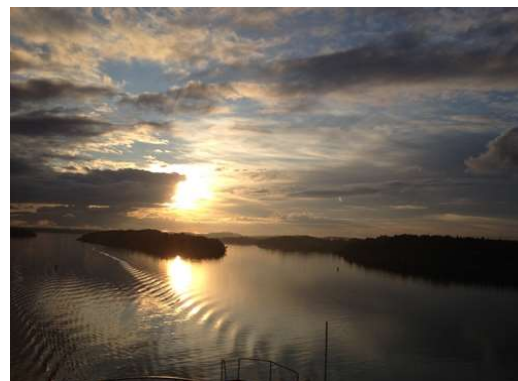
During the evening rush hour – in traffic jam and lots of rain – we rode to the ferry terminal.



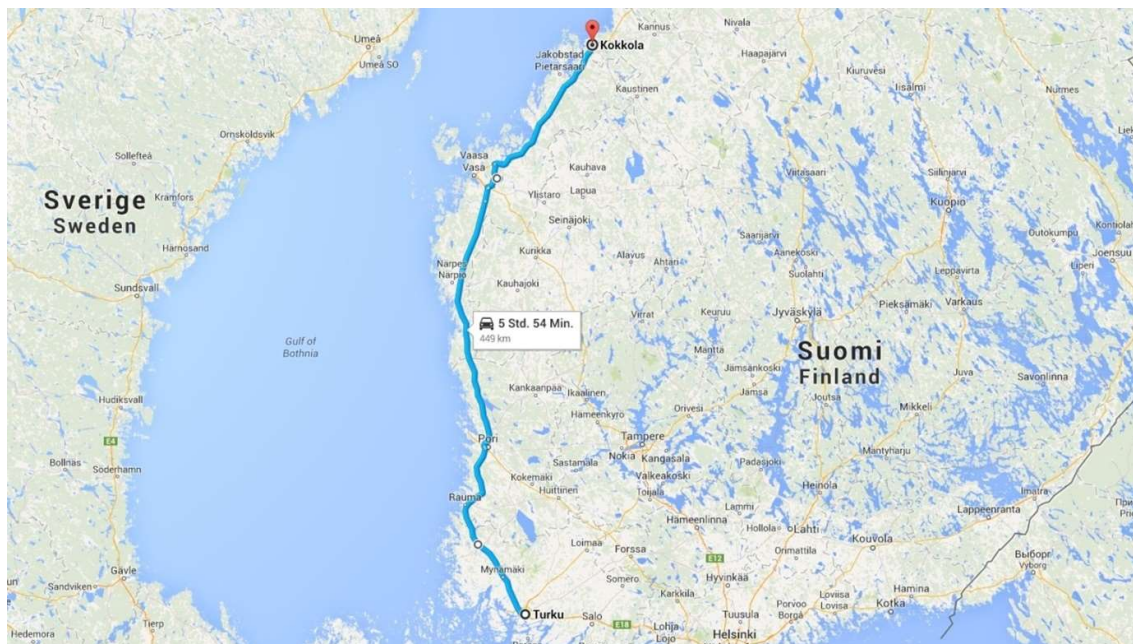
The ferry of the Viking Lines is huge, well equipped and perfectly organised. The restaurant we went for dinner can really be recommended. Only that the Swiss national team lost to Argentina at the FIFA world cup should have been different today.



Shipping through the skerry islands is extremely beautiful. As we wake up the next morning we have almost reached Turku.

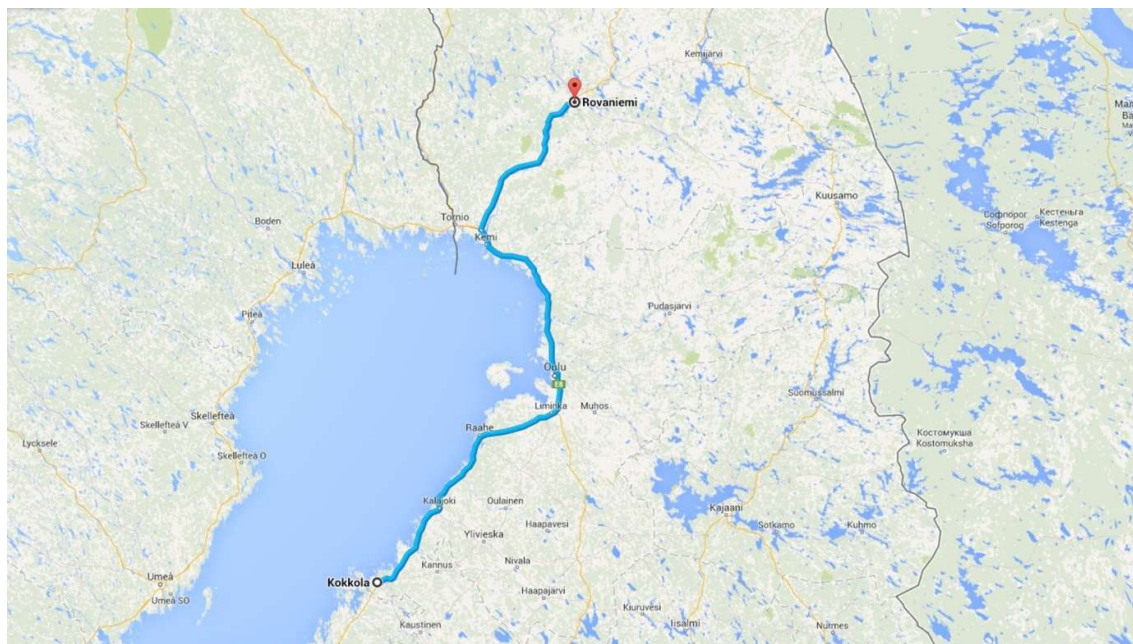


2.6. Leg 4 from Turku to Kokkola on 2nd July 2014



The ride from Turku to Kokkola started in dry weather, but that changed very quickly. We experienced permanent rain, daily high of 5°C. and extreme side winds at every forest glade which set the bike one or two meter to the side. Anticipatory riding and many coffee stops were necessary. Not really motorbike weather. Sadly we didn't see much of the beautiful Finnish landscapes.

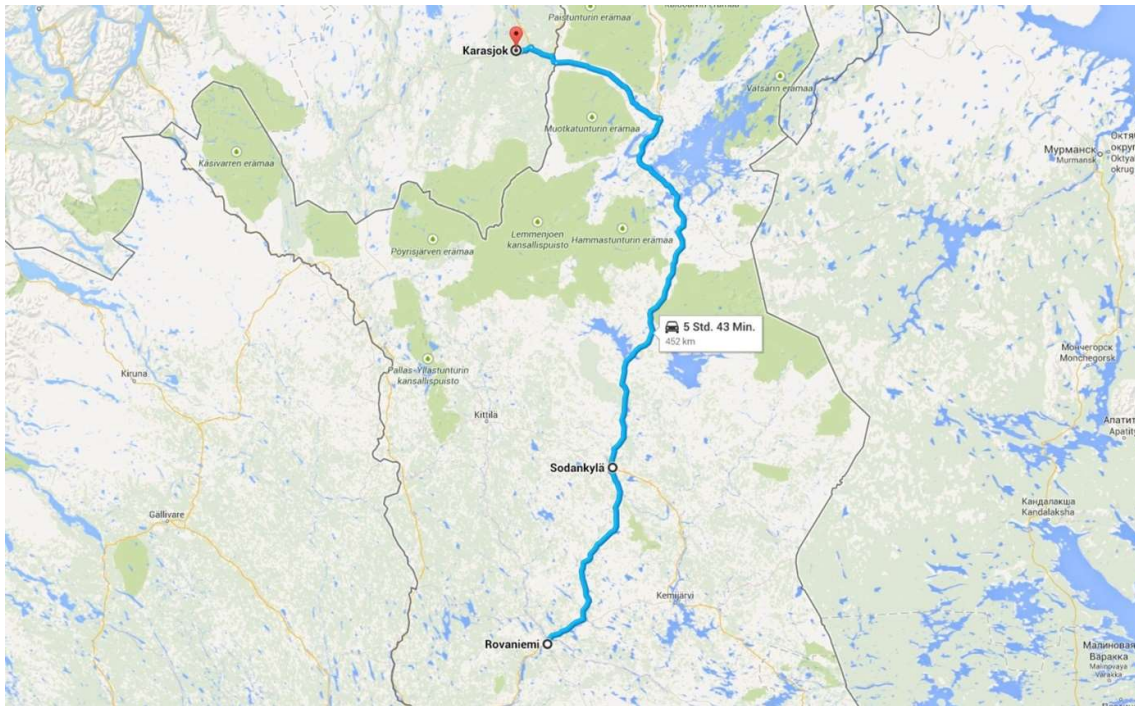
2.7. Leg 5 from Kokkola to Rovaniemi on 3rd July 2014



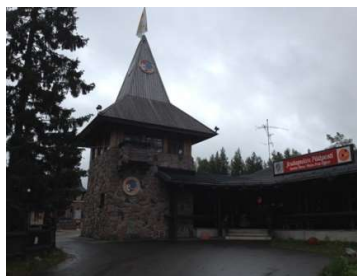
Nothing has changed for this day. The same horrible weather. Only shortly before we arrived at Rovaniemi the rain stopped and we could go for a walk without getting wet. The following dinner at a traditional Sami-restaurant was okay, but not exceptional.



2.8. Leg 6 from Rovaniemi to Karasjok (N) on 4th July 2014



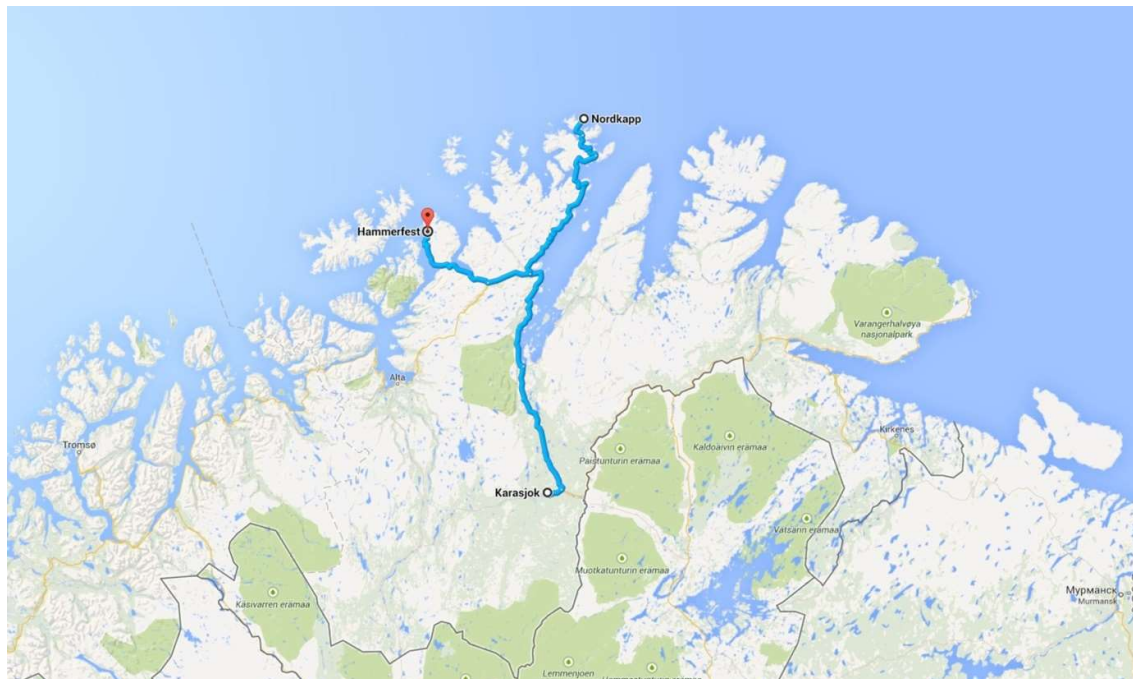
Finally the weather started to improve and stayed partly dry. Shortly after leaving Rovaniemi we passed the polar circle. Santa Claus lives there and we paid him a visit ...



... before we continued through Northern Finnish Nobodys-Land toward Karasjok in the Norwegian province of Finnmark.



2.9. Leg 7 from Karasjok to North Cape and on to Hammerfest on 5th July 2014



For the first time the weather keeps what we promised ourselves from it. The first day without rain. But not only no rain; after just a short ride nothing left of the few clouds we had seen in the morning. A beautiful bright day in a scarcely populated land which gets more and more barren the further north we move.



Following endless fjords.



... the road belongs to us ...



... through the North Cape Tunnel under the Norwegian sea ...



... to the island of Magerøya, and to its Northern end to the North Cape.

--- We are there! ---

We arrived at the North Cape. Best possible weather – almost 30°C. – but still quite windy; we were even wearing the rain gear sometimes.



Unforgettable view across the Barents Sea toward the North Pole.

After a short stay we left the North Cape behind us and continued toward Hammerfest. A beautiful little town – at least on such a perfect day in summer.



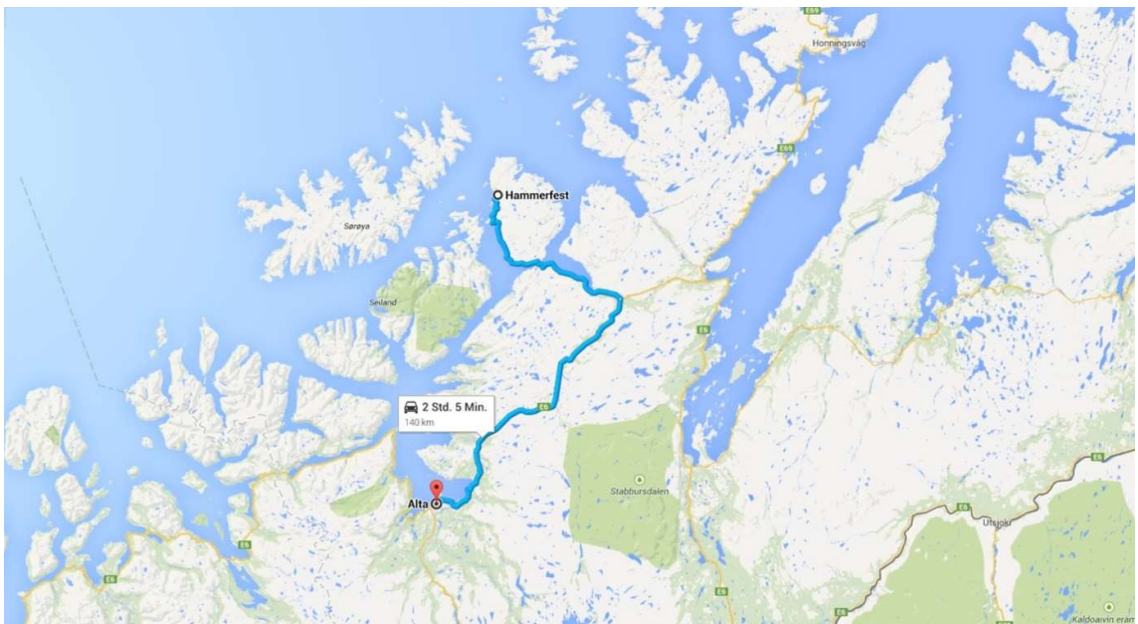
We really liked this place and hiked up the little hill behind the town. Hammerfest will stay positively in our memory. We stayed at Hotel Thon in probably the best room we had during the whole trip. Without asking and at no extra cost they suggested we park the bike inside the building at the entrance to the laundry. Their restaurant was closed for the day and they suggested we go to Hotel Rica for dinner. Another excellent suggestion. A remarkable Hotel – highly recommendable!



These foodies from probably the best food we had during those three weeks were taken in Hammerfest too at the suggested place – rewarded as the best Rica-Restaurant in all of Finnmark. Really great!



2.10. Leg 8 from Hammerfest to Alta on 6th July 2014

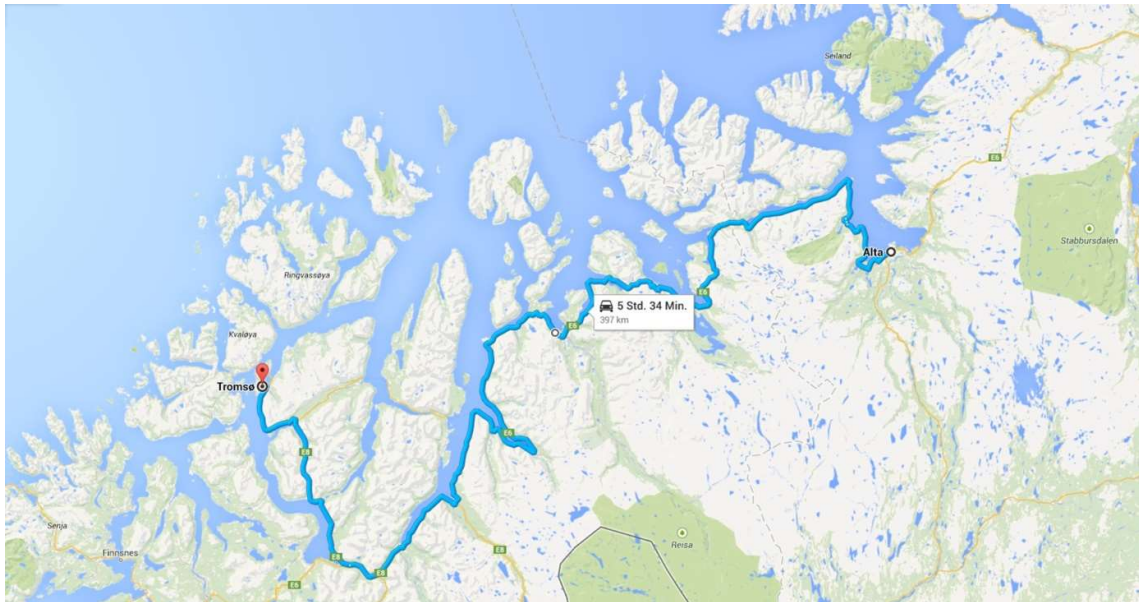


After the rather long, exhausting, but also very rewarding leg the day before we had a quite short journey on our program. We did use that additional time for another walk at Hammerfest.

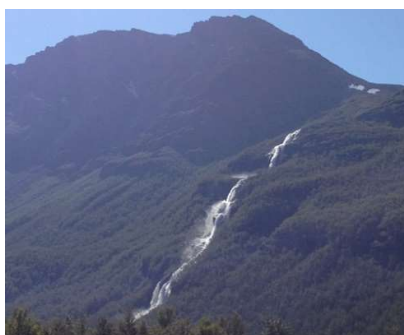
The ride to Alta was nice but not spectacular, apart from a few reindeer walking on the road.



2.11. Leg 9 from Alta to Tromsø on 7th July 2014



We are still far North of the polar circle. Even now in mid summer snow reaches down to sea level sometimes. It's really great to be on the road on a motorbike in such a setting.

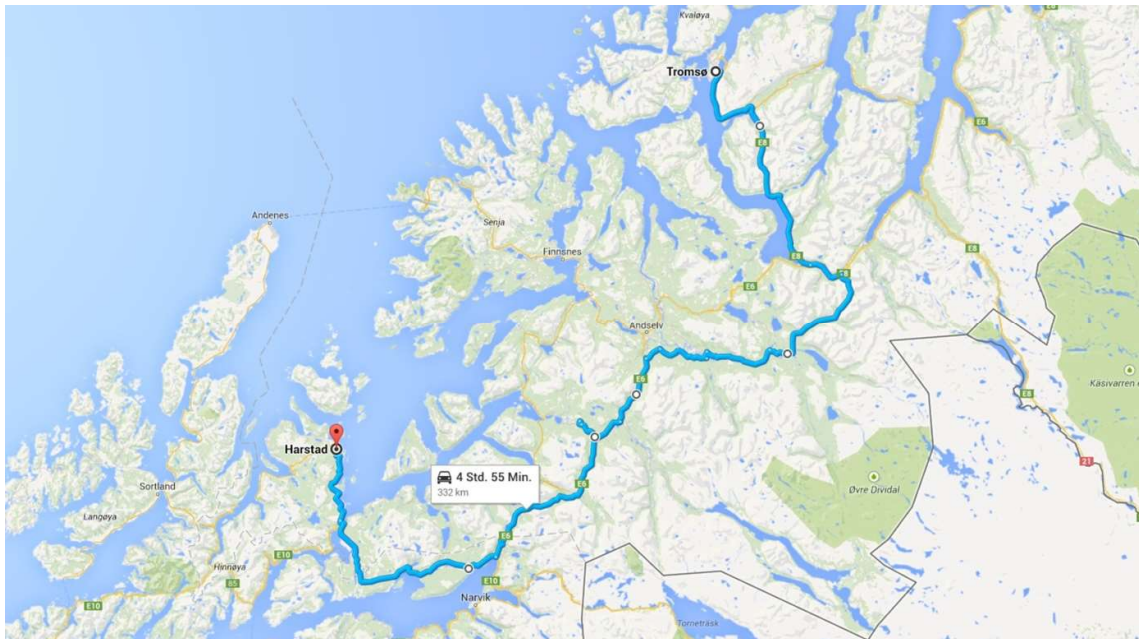




Arriving at Tromsø and riding across that gigantic bridge to the island Tromsøya on the other side of the fjord. The entry is spectacular and the town is beautiful and relaxed.



2.12. Leg 10 from Tromsø to Harstad on 8th July 2014



For once we didn't ride along the coast line. But here too the landscape was breathtakingly beautiful, all of this on a perfect day.

The joy of riding a motorbike!



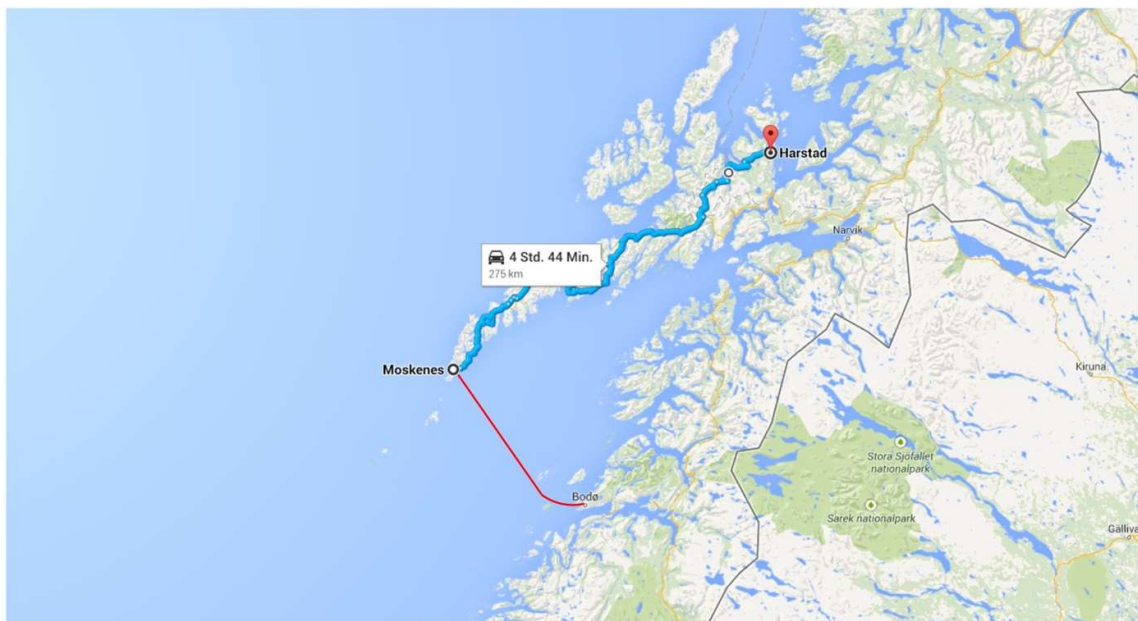


Harstad is a friendly little town with a beautiful harbour.



Even inside the harbour the water is clean and clear.

2.13. Leg 11 from Harstad via the Lofoten to Bodø on 9th July 2014



The Lofoten are a charmed island world in all variation



If you have an opportunity come here for a visit!



... snow covered hills and endless waterfalls, ...
... breath taking bridges, ...

Fjords and islands as far as you can see, ...



... mountains out of a fantasy movie, ...



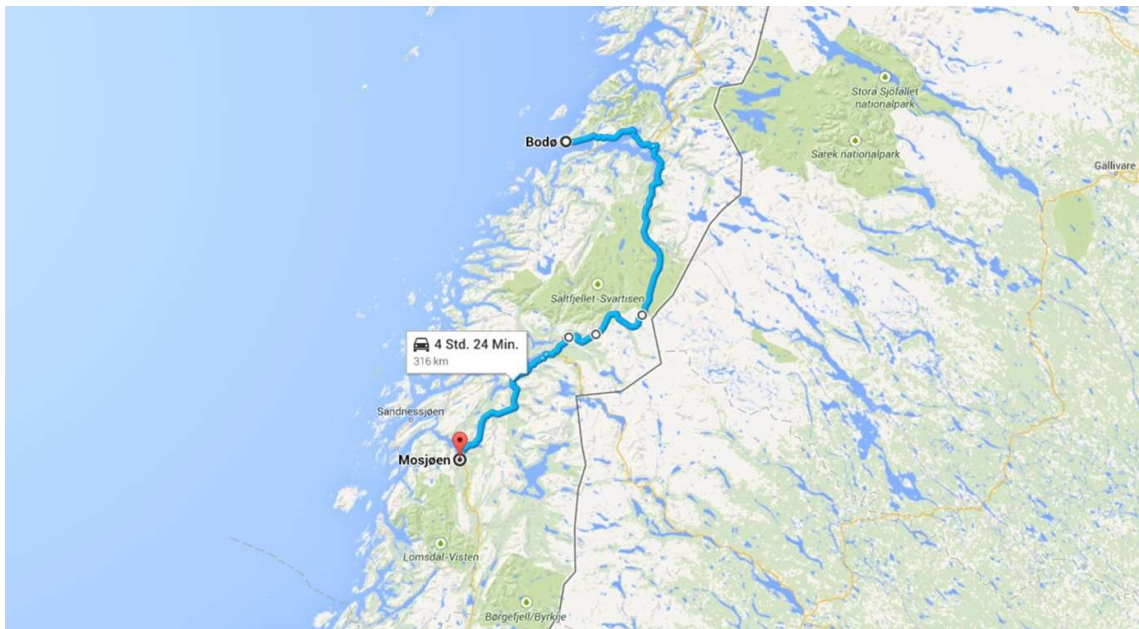
... and pictorial harbours.



Good bye beauty, and off to Bodø by ferry.



2.14. Leg 12 from Bodø to Mosjøen on 10th July 2014



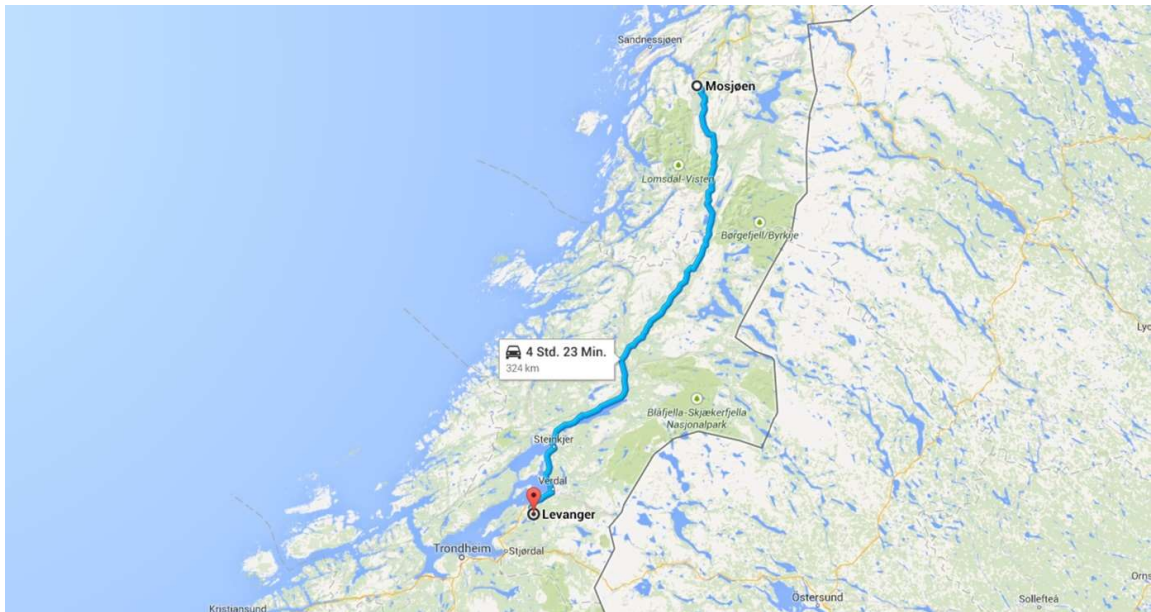
Today we're crossing the polar circle again and leave the place behind us where the sun does not set.



The further south we come the more vegetation there is.



2.15. Leg 13 from Mosjøen to Levanger on 11th July 2014

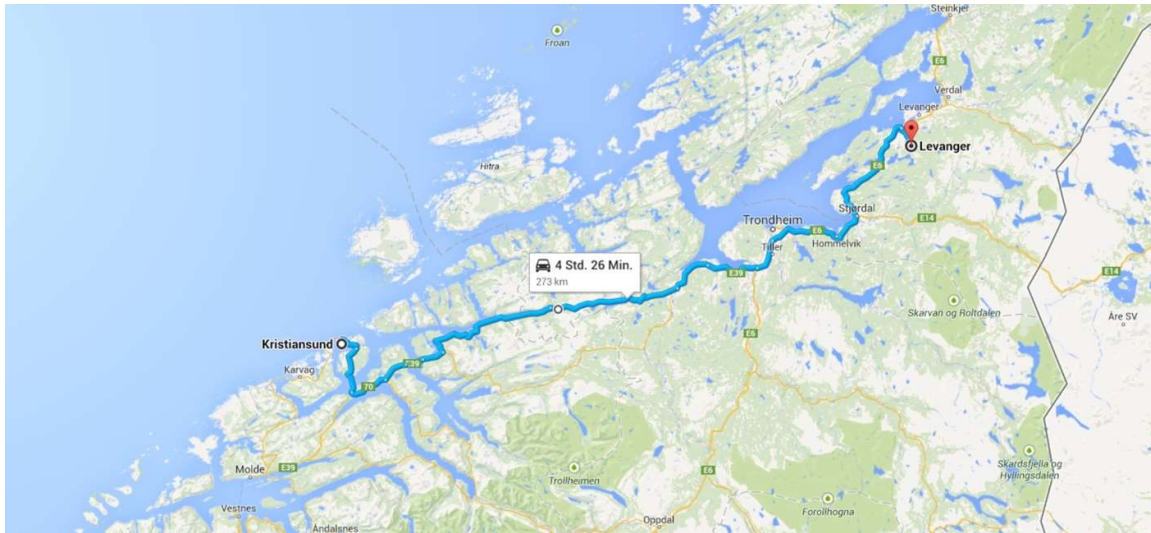


Spectacular landscapes wherever you look ...



... and pretty little villages inviting you to spend some time there.

2.16. Leg 14 from Levanger to Kristiansund on 12th July 2014



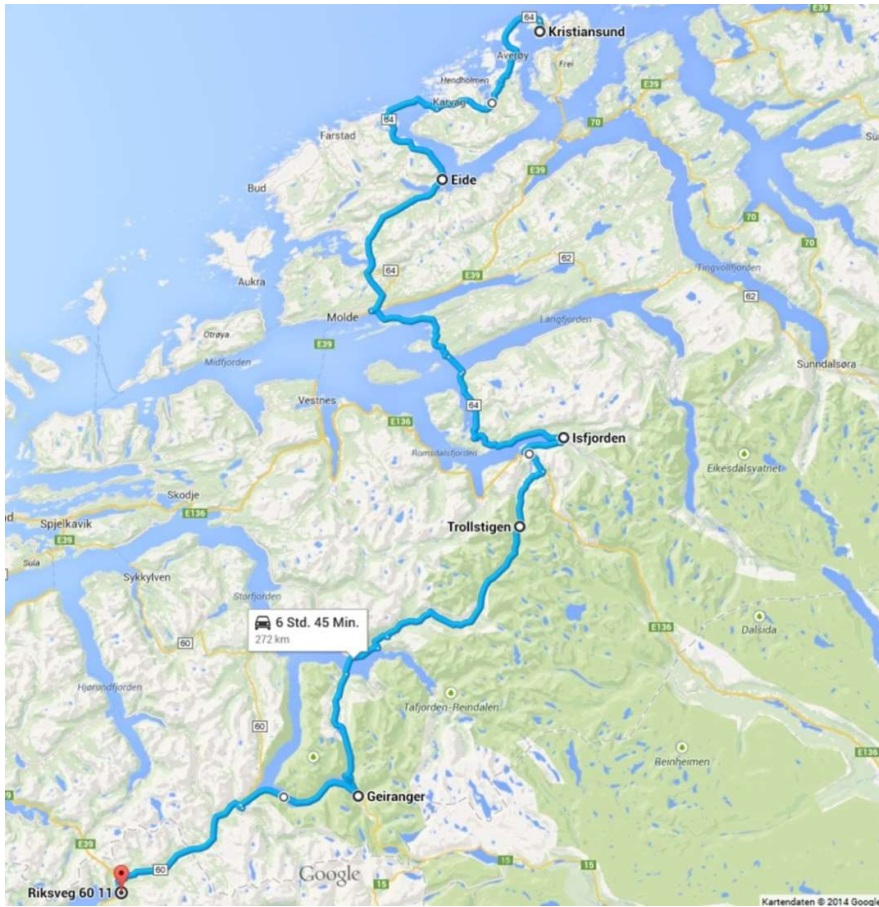
The road from Levanger via Trondheim to Kristiansund is a relatively flat matter ...



... but still very rich in variety and tremendously beautiful.



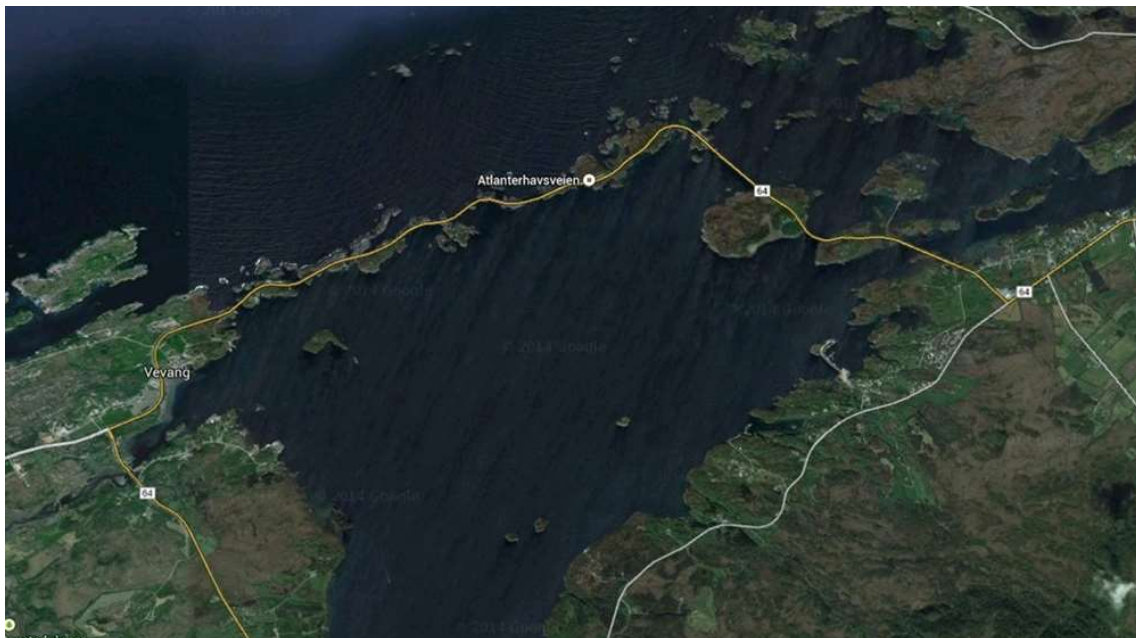
2.17. Leg 15 from Kristiansund to Hornindal on 13th July 2014



A really long but also by far the most beautiful leg of the complete trip. We drove over the Atlantic Road, across the Trollstigen mountain crossing, and the Eagle Road to Geiranger-Fjord. The ferry took us to the other end of it and soon afterward we were in Hornindal.

2.17.1. The Atlantic Road

The only purpose of this road is to be beautiful and attract tourists; and that she does damned well!





Undescribable beautiful nature and the structure of the road blends in perfectly.

This road could be ten times as long and it still would not get boring.



2.17.2. The Trolligsten Mountain Crossing

The Trollstigen is considered to be one of the most beautiful and most difficult mountain crossings in Norway.

The road and its hair-pin bends are narrow and sometimes pretty steep, but the view is extraordinary.





Some waterfalls carry quite some water and mislead bus tourists to run across the street like chicken.



And some caravan pilots seem to have considerable problems with the narrow and steep curves and just stop in the middle of it not knowing what to do next.



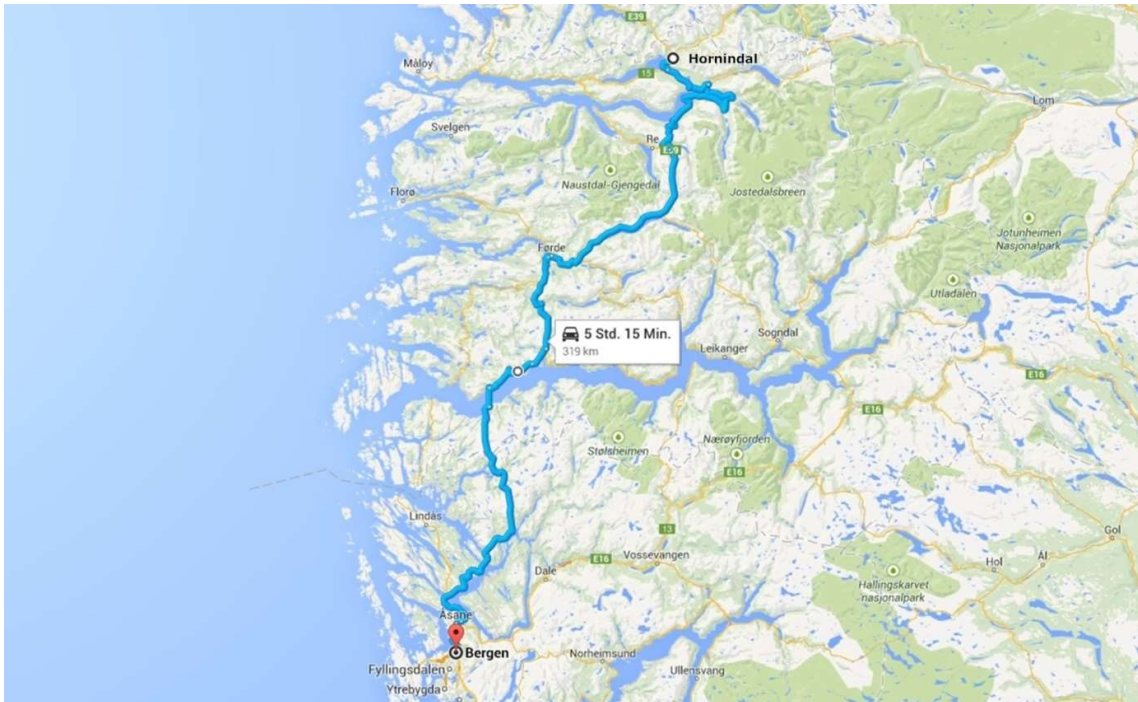
2.17.3. The Geiranger-Fjord



The Eagle Road leads from Trollstigen to the Geiranger-Fjord with its many waterfalls. What's better than to finish such an extraordinary day with an extraordinary football game, the FIFA world champion finals in Brasil between Argentina and Germany.



2.18. Leg 16 from Hornindal to Bergen on 14th and Resting Day at Bergen on 15th July 2014



After an easy ride we reach Bergen, an old Hanseatic city with well preserved wooden houses, a huge natural harbour, a fortress at the city entrance and a big market place among many other interesting features.





2.19. Leg 17 from Bergen to Jorpeland on 16th July 2014

This leg was characterised by water; not only because of the heavy rain at its beginning but also through a number of spectacular waterfalls.





Water in its many forms of appearance. From unpleasant (heavy rain while riding the motorbike) to powerful (waterfalls) to tranquil (the pretty little harbour at Jorpeland welcoming us in beautiful sunshine).



2.20. Hiking to Preikestolen on 17th July 2014

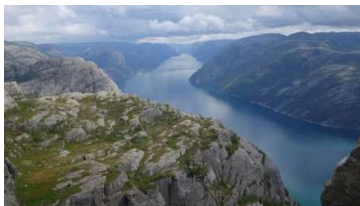
After a short bus ride from Jorpeland to Fjellstue starts – a sometimes really steep – ascend to the Preikestolen, a rock platform 604 meters straight above the Lyse-Fjord.



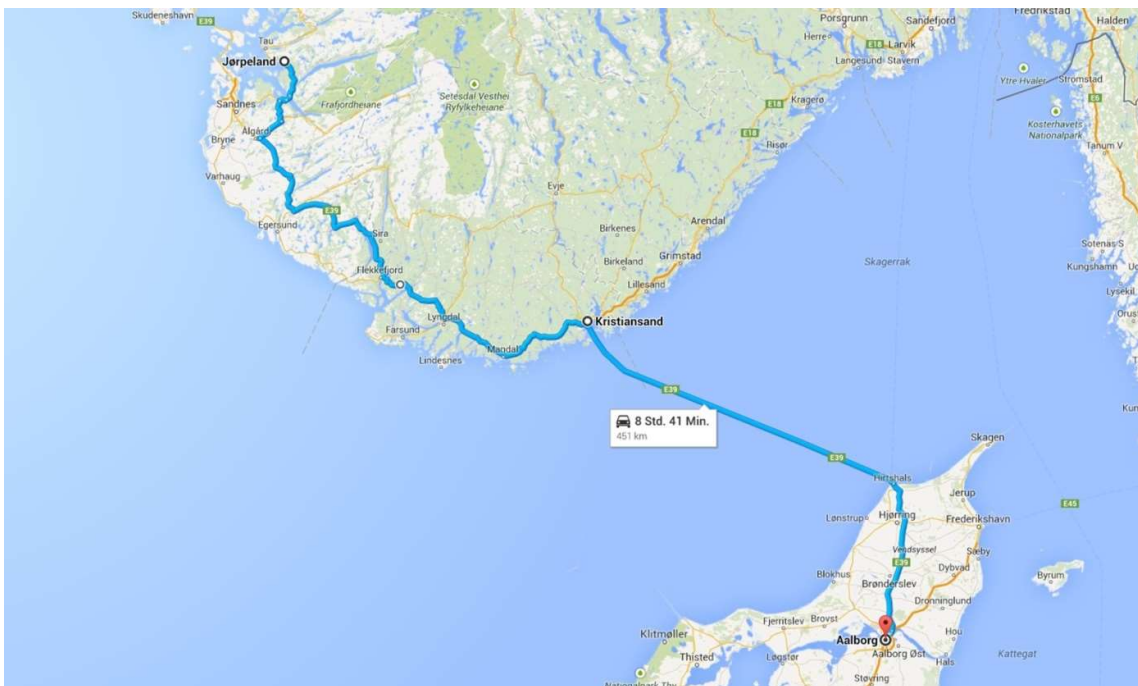
From the parking lot the path leads over wooden constructions and scree fields up to this very impressive rock platform granting a superb view to the fjord down below.



Hiking gets people tired.



2.21. Leg 18 from Jorpeland to Aalborg (DK) on 18th July 2014

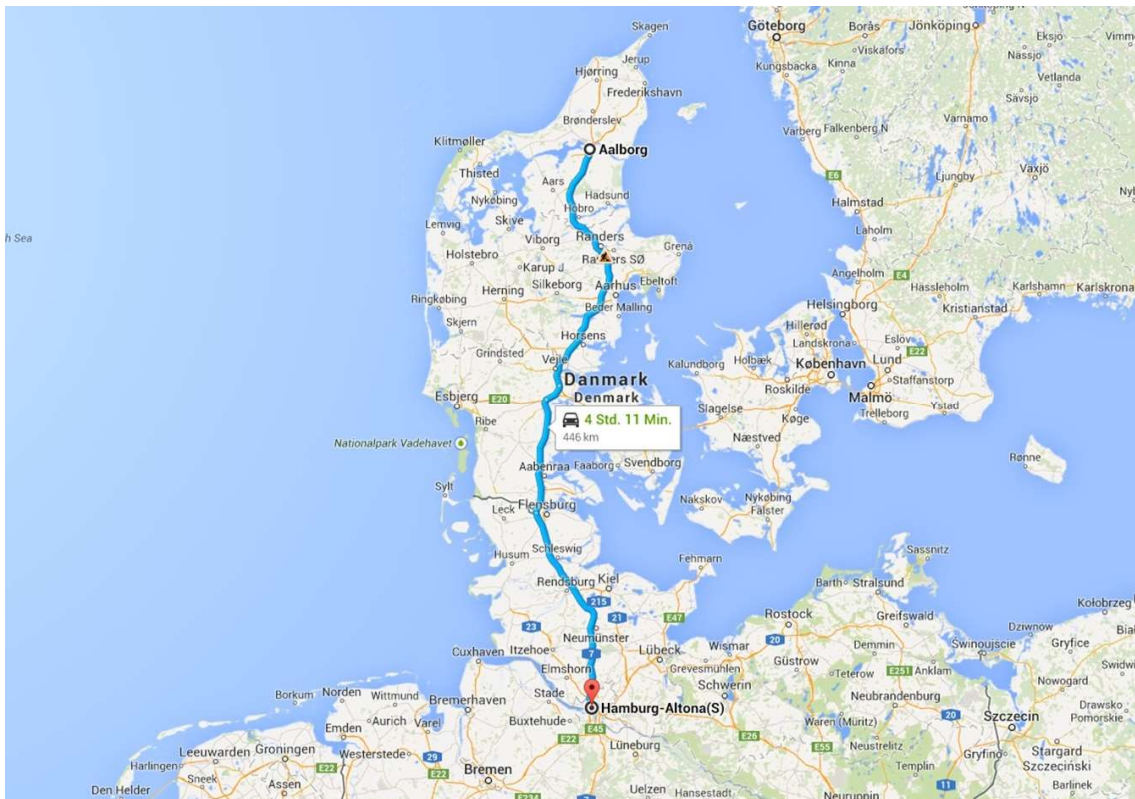


Today we start at Jorpeland and ride to Kristiansand at Norway's south coast, then by ferry to Hirtshals in

Denmark (but not with this small ferry for crossing a fjord in Norway). We could have saved a few Euros if we had booked in advance. The price rose almost every minute. The closer to departure the higher the prices. But who cares, that's life ...
 The ride on Danish ground was not spectacular anymore. Motorway on a flat country. Boooring.
 The time for beautiful pictures is over – if there wasn't Aalborg, today's destination.



2.22. Leg 19 from Aalborg to Hamburg (GER) on 19th July 2014





Motorway, flat country, very windy, lots of traffic.
Really boring and unpleasant.

2.23. Leg 20 from Hamburg to Eschenbach SG (CH) on 20th July 2014

And taking the night train again. This time back to Lörrach. We share the cabin with a younger couple for the central part of Switzerland and a man from Zurich. They too were riding the motor-bikes in Scandinavia. The ride from Lörrach back home was short and easy.



3. Summary

6'809 km on motorbike. About 1'800 km on train. And about 650 km on countless ferries. This counts up to about 9'250 km in three weeks. Holidays? Relaxation? Definitely NO, but a demanding journey with countless impressions that will stay with us through the rest of our lives.

The journey through Finland was a bit disappointing: wet, cold, and windy. But I know from previous visits how beautiful this country can be and I hope it will show it again on a future visit.

On the other hand we were extremely impressed by the beauty of Norway. A fantastic country with nature at its best and very friendly and kind people. If you haven't visited this fairy tale land you definitely have missed something. You have got to put it on your bucket list.