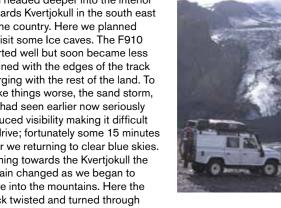


We joined the notorious F910 and headed deeper into the interior towards Kvertjokull in the south east of the country. Here we planned to visit some Ice caves. The F910 started well but soon became less defined with the edges of the track merging with the rest of the land. To make things worse, the sand storm, we had seen earlier now seriously reduced visibility making it difficult to drive; fortunately some 15 minutes later we returning to clear blue skies. Turning towards the Kvertjokull the terrain changed as we began to drive into the mountains. Here the track twisted and turned through black Lava, which at times was 10 metres or more high dwarfing the Land Rover.

We drove back towards Herdubreid albeit by a slightly different route, then visited the volcano at Askia with its massive caldera and immense Lava fields. Travelling west from Askja we rejoined the F910 heading deeper into the wilderness. The track was noticeably more challenging; a combination of deep sand sections, rock driving, water fording and the inevitable lava fields made it a very enjoyable drive requiring lots of concentration, not only from the driver's perspective but also that of the navigator - unfortunately the pesky sand storm had returned. Our route eventually took us off the F910 onto a 'non-maintained' track

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that headed north to Myvatn, or destination. This track turned out to be reasonably easy to navigate but extremely slow due to the amount of rock driving we had to do - low range was used for ultimate control and we eased our Defender over the potentially trip ending rocks. We eventually arrived at Myvatn at 10.45pm after taking 6 hours to cover 40 miles.

Leaving Husavik we travelled to Iceland's second city Akureyri in the northern centre of the contry (population: 18,000). As we approached Akureyri the road towards the F35 and into the interior.

Hveravellir, our campsite for the night is situated in a grassy depression just off the F35 in what is otherwise a featureless landscape. In the distance, as we found out in the morning, the ice caps of Langiokull and Hofsjokkull can clearly be seen in all their majestic beauty. Next to the campsite is a natural hot spring bathing pool and a geothermal area where a number of springs, on a calcified slope encrusted with sulphur, continuously belch out boiling water and steam.

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begins to skirts the eastern edge of the Eyjafjordur affording stunning views of the blue water and snowcapped mountains. Running below us along the far bank and just above sea level was a band of pure white cloud stretching from the sea towards Akureyri; cylindrical in shape it tapering to nothing as we entered the city. After a short stop in this delightful city we continued

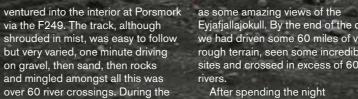
We stayed in the interior for the majority of the day driving along some of the more remote tracks and hiking into the mountains; at one point driving to within a few metres of a glacier at a height of over 1100 metres. Later in the day we camped by the 80m waterfall of Seljalandfoss.

After waking up to the roar of Seljalandfoss, we once again









morning the mist lifted revealing some amazing sights including the chance to get within 400m of the Gigjokull, which originates at the Eyjafjallajokull. If Eyjafjallajokull isn't ringing any bells, cast your mind back to 2010 when this troublesome volcano crippled all of northern Europe when it decided to erupt. After leaving Porsmork we

travelled to Pingvellir were the Eurasian and North American tectonic plates meet, which is one of only two sites on Earth where the effects of two major plates drifting apart can be observed. Here a magnificent cliff edge made up of multiple lava layers stands prominently above the valley floor with the Pingvallavatn to the south east.

The best 4x4 route in Iceland After Reykjavik we headed back into the interior via the F261 were we drove a tack described by some locals as the best 4x4 route in Iceland. This track, approximately 15 miles long, consisted of a combination of river and gorge driving with sand and rock and included some very technical hill ascents and descents as well

Eyjafjallajokull. By the end of the day we had driven some 60 miles of very rough terrain, seen some incredible sites and crossed in excess of 60

After spending the night at the geothermal areas of Landmannalaugar, with its naturally hot river, we travelled south on the F208, another 4x4 only road. Although not quite as technical as the previous days driving we were once again subjected to some amazing overland driving and 25 plus river crossings and the 'by-now string of fantastic views. By late afternoon we arrived at the coastal village of Vik with its jet black beach, stunning cliffs, basalt sea caves and petrified 'Trolls'.

We woke up to see the three trolls bidding us farewell as we began our journey towards the eastern fjords along the One, squeezed between the coast to its south and magnificent cliffs and mountains to the north. Every now and again we would pass picturesque hamlets with their brightly coloured houses and churches nestling in small valleys with the ice capped Eyjafallajokull and Myrdalsjokull as the backdrop.

Our final day, we set of on the final journey to Seydisfjordur and the ferry back home. The weather was overcast with low cloud but what we could see of the coast line was





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stunning; rocky outcrop after rocky outcrop formed numerous beautiful black beached bays teaming with ducks, swans and other sea birds. After a short stop at the delightful fishing town of Djupivogur we continued along the One; turning onto the 964 we started our last venture into the mountains and driving on rough track for the last time. The first part of the climb was in cloud but just below the summit we left the cloud behind entering blue skies and more stunning views.

Our arrival at Seydisfjordur marked the end of our Iceland adventure. WE had met some wonderful people, seen some stunning scenery and driven so amazing overland routes. We will be returning in 2013. LRM