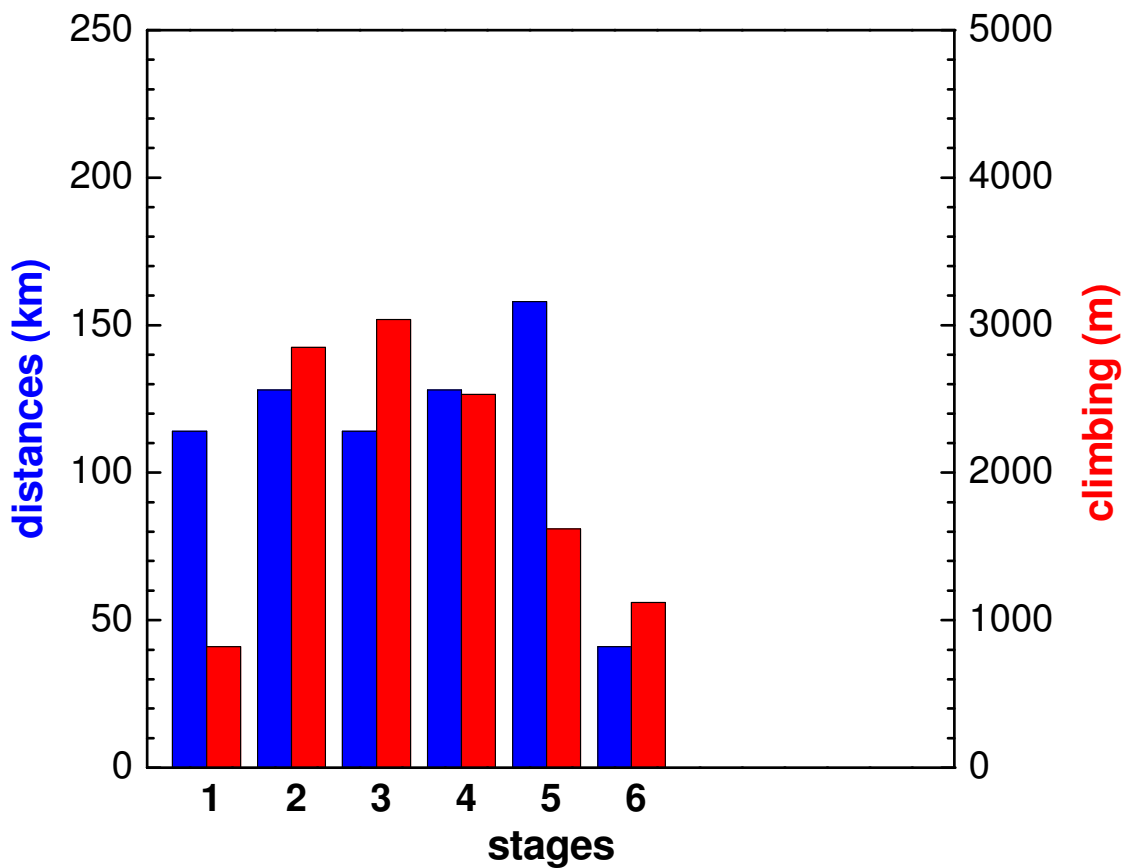


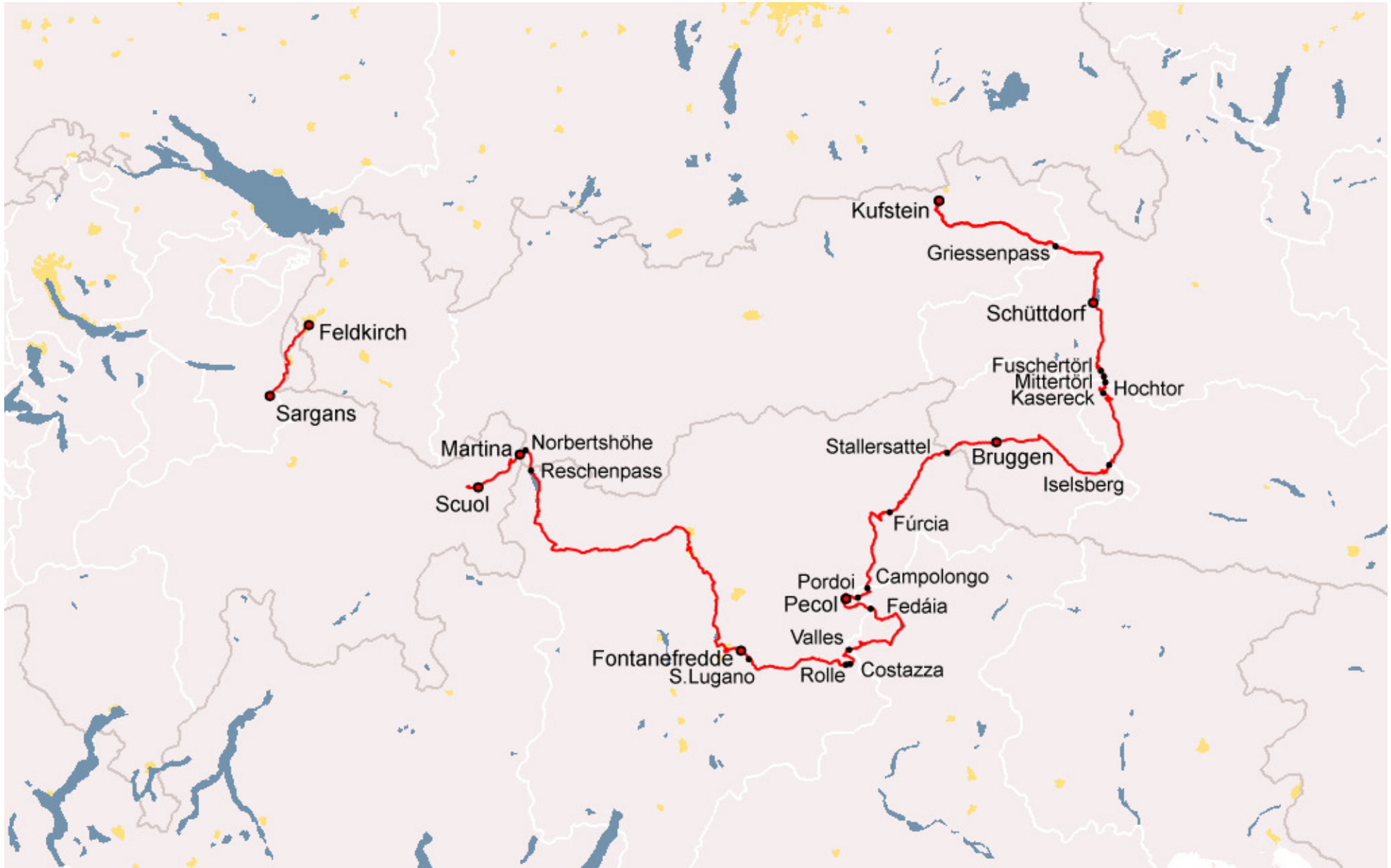
Bicycle tour 2011

6 stages, 3 - 8 July

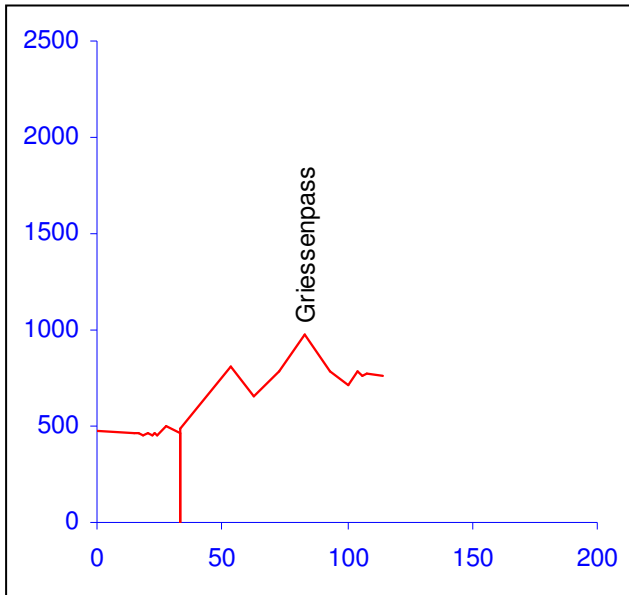
Patrick Schleppe

stage	distance (km)	climbing (m)
Sargans - Feldkirch + Kufstein - Schüttdorf	114	820
Schüttdorf - Bruggen	128	2850
Bruggen - Pecol	114	3040
Pecol - Fontanefredde	128	2530
Fontanefredde - Martina	158	1620
Martina - Scuol	41	1120
total	683	11980





Stage 1 (3 July 2011): Sargans - Feldkirch + Kufstein - Schüttdorf

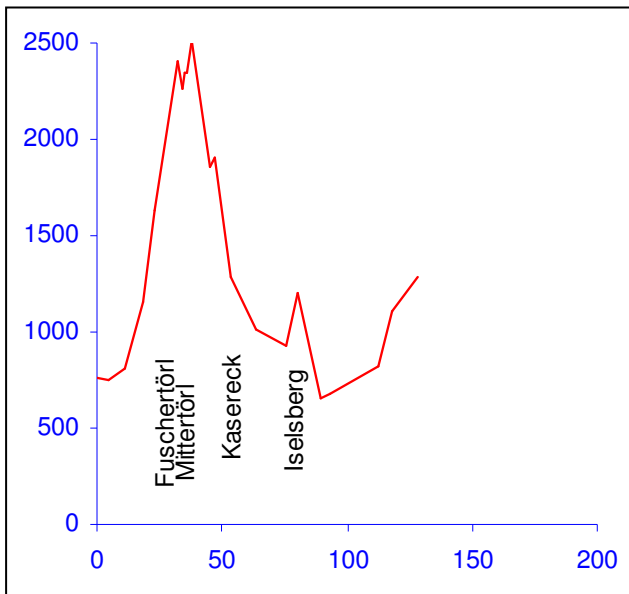


There were still some famous passes in Austria and in the Dolomites where i did not yet had been with my bicycle. I wanted to take first a train to Kufstein in Austria but - believe it or not - no longer any train connection during the day between Switzerland and Austria would take bicycles on board! The best way to work around this bad service was to take first a Swiss train to Sargans, ride by bicycle from there to Feldkirch and take an Austrian train to Kufstein. This way, i could really start from Kufstein at 2 o'clock in the afternoon. In spite of more optimistic forecasts, the weather was cloudy and very cool. I rode over Ellmau to St. Johann and further over the Griessenpass to Saalfelden. There was much traffic all the way. There were places with bicycle routes, but not everywhere, not always easy to find and sometimes making detours. Short before Saalfelden,

i got a few rain drops, but nothing serious. I could avoid to ride into this town by taking small roads around it and joined so the road to Zell am See. There was the a bicycle route for most of the way. I reached Zell am See after 17 and looked for an hotel in the southern part of the town, where prices are markedly lower than along the lake shore.

	distance (km)	altitude (m)	climbing (m)
Sargans	0	480	
Vaduz	15	460	
Mölihholz	17	470	10
Schaan	18	450	
Forstwald	20	470	20
Äseher	22	450	
Nendeln	23	470	20
Nendeln	24	450	
Tisis	28	500	50
Feldkirch	33	460	
>>> Kufstein	33	490	
Ellmau	53	810	320
St. Johann	63	660	
Fieberbrunn	73	780	120
Griessenpass	83	980	200
Leogang	93	780	
Saalfelden	100	720	
Harham	104	790	70
Mitterhofen	106	760	
Atzing	108	770	10
Schüttdorf	114	760	
total	114		820

Stage 2 (4 July 2011): Schüttdorf - Bruggen

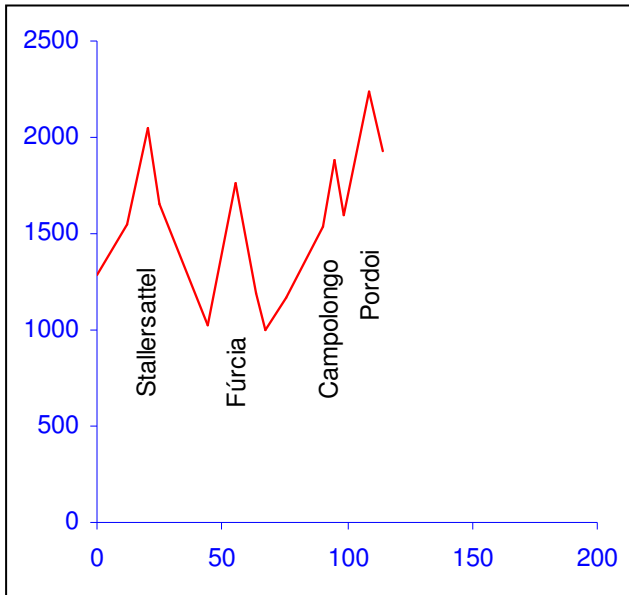


It was still cool as i left Zell am See, but it was not bad since a serious climb awaited me first: the Grossglockner road to the south, with 3 or even 4 high passes close to each other. The climb was long, but this was not unexpected. There was quite some traffic, but it was not a surprise either. This brought me over the Fuschertörl, Mittertörl, Hochtörl and finally Kasereck passes. The weather was becoming nicer, which was better to take of few pictures of the road, the mountains, the small lakes and the famous church of Heiligenblut. In the last part of the descent, there was a bicycle path parallel to the road. Just as i was thinking that it was nice... it became a gravel path and i had to switch back to the main road. From Winklern, i went again uphill until i reached the small pass of Iselsberg. The descent from there to Lienz was easy and fast, and then i

found a good way to cross the town of Lienz. From there to St. Johann, i followed a very nice cycle road along the Iselstal, but then i lost it because it was not well indicated. At Huben, i left the main valley and went up to the Deferegggen valley. The first part was quite steep, but then the slope became more gentle. At Bruggen, between St. Veit and St. Jakob, i saw a sign 'Zimmer frei'. I stopped there... and it was a good choice. Austrians really know how to welcome tourists.

	distance (km)	altitude (m)	climbing (m)
Schüttdorf	0	760	
Bruck	5	750	
Fusch	11	810	60
Ferleitem	18	1150	340
Piffkar	23	1630	480
Fuschertörl	32	2410	780
Fuscherlacke	34	2260	
Mittertörl	35	2340	80
Elendboden	36	2340	
Hochtörl	38	2510	170
Golmitzerkaser	45	1860	
Kasereck	47	1910	50
Heiligenblut	53	1290	
Döllach	64	1010	
Winklern	76	930	
Iselsberg	80	1200	270
Debant	89	660	
Lienz	93	680	20
Huben	112	820	140
Hopfgarten	118	1110	290
Bruggen	128	1280	170
total	128		2850

Stage 3 (5 July 2011): Bruggen - Pecol

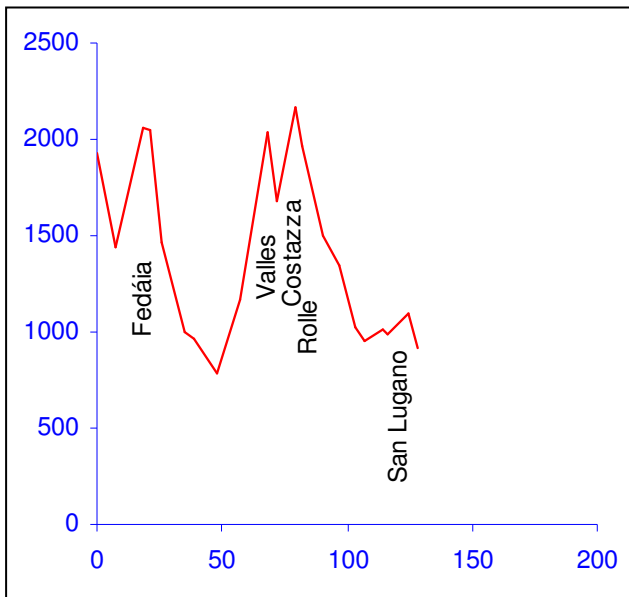


The weather was perfect to start from the Deferegggen valley for this third stage. There was not much traffic and i could really enjoy the climb to the Stallersattel. At the pass, there is a traffic light which turns green every hour for 15 minutes because the road is then very narrow on the Italian side. I had 10 minutes to wait but this was better than taking risks riding down when cars and motorcycles were coming up. I thus first enjoyed the view at the pass, then a descent without traffic in the opposite direction. After the lake, the descent along the Antholz valley was long and quite fast. Arriving in the main valley (Pustertal), i just crossed it and went into the next climb, to the Fúrcia pass. It was very steep at some places and i had to sweat in the midday heat. In the descent, i joined for a short distance the route of my first tour in the Dolomites (1997). This

time, however, i went up the Badia valley, all the way to the Campolongo pass. Up to Corvara it was not steep at all, but with more than enough cars, motorcycles and trucks. Further up, it was more sport and less noise. I was first not sure if i would climb yet another pass the same day, but after the Campolongo and the descent to Arabba, the mood and the legs were ready for the Pordoi. Because Campolongo and Pordoi are both part of the famous Sella roundtrip, there was quite a number of other cyclists around, Italians but also from many other countries. The third stage ended for me at an hotel in the descent towards Canazei, with the beautiful Dolomites all around and especially the Marmolada to the south. More about it... tomorrow.

	distance (km)	altitude (m)	climbing (m)
Bruggen	0	1280	
Erlsbach	12	1550	270
Stallersattel	20	2050	500
Antholzersee	25	1650	
Valdaora	44	1020	
Fúrcia	55	1760	740
Marebbe	64	1190	
Longega	67	1000	
Pederoa	76	1170	170
Corvara	90	1530	360
Campolongo	95	1880	350
Arabba	99	1590	
Pordoi	109	2240	650
Pecol	114	1930	
total	114		3040

Stage 4 (6 July 2011): Pecol - Fontanefredde



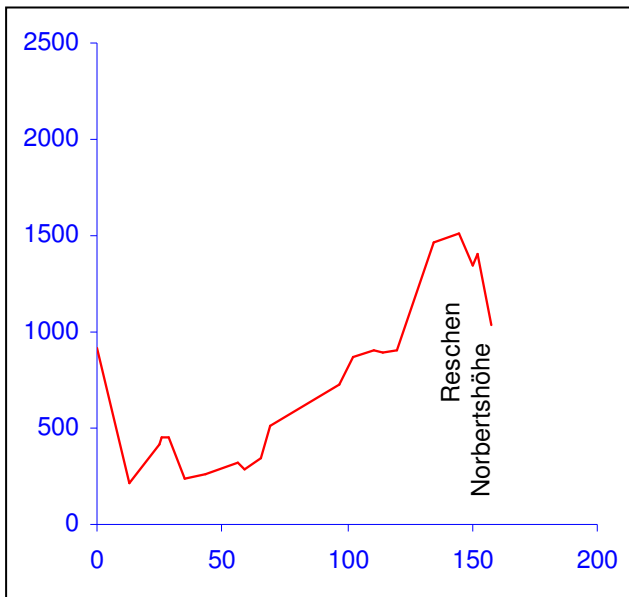
As i woke up for this fourth day, the Dolomites were even more beautiful thanks to the morning light, but there were clouds around some of the summits. The weather forecast was for a mix of sun, clouds and rain. This means that i started with questions in my head: How long would it remain dry? Would i have to ride in the rain? At least it appeared that it would not be cold and wet at the same time, an for the start everything was perfect: dry and still a bit cool. I finished the descent to Canazei, joining for a short stretch my 2000 route. Then i turned left up to the Fedáia pass. From that side, it was quite an easy climb, but the other side is longer and steeper. The lake near the pass has a dam at each end. I went first over the western dam and then along the southern shore, on a smaller but good road. After the pass, i had the long descent to Caprile. From there to Cencenighe and then to Falcade, i was again on the same route as for my 2000 tour, but in

the opposite direction. Meanwhile, the temperatures were above 25°, which is enjoyable but requires to drink enough. Above Falcade, the roads to the passes San Pellegrino and Valles went apart. I took left, to the Valles pass. There was no particular difficulty and i reached the pass in the early afternoon. Good news: the weather was still nice and i decided to make a small extra loop. Small but not easy. In the descent towards Paneveggio, i took a gravel road up to the Costazza pass. I knew that this road would be difficult to ride with a race bicycle, but the landscape was promising: the cabin at the pass is named Baita Segantini after the famous painter who dwelled there several times because he liked the landscape and the mountains around. I was able to ride about half of the way up, but then it became too rough and steep. I changed my bicycle shoes for plain sandals and continued pushing the bicycle. There were many hikers on the way and there were certainly some astonished looks, but no silly questions or remarks concerning my special way of transportation. Contrary to Segantini, i had my digital camera: not so artistic but quick and easy to capture some nice images. The

descent from the cabin at the pass was still on gravel, but short and quite easy to ride. And then there were just a few pedal strokes to reach the Rolle pass. From there, i had a long descent towards Paneveggio and Predazzo, partly very nice but partly on macadam in poor condition. The remaining of this fourth stage was more or less flat but against some headwind. After Cavalese, it went slightly uphill to the Passo di San Lugano, then down to Fontanefredde. In the descent, i found an hotel to stop for the night. Is it because i was so hungry? The rich dinner there was particularly delicious!

	distance (km)	altitude (m)	climbing (m)
Pecol	0	1930	
Canazei	7	1440	
Rifugio Castiglioni	18	2060	620
Fedáia	21	2050	
Malga Ciapela	26	1470	
Caprile	35	1000	
Alleghe	39	970	
Cencenighe	48	780	
Falcade	57	1170	390
Valles	68	2030	860
Piano dei Casoni	72	1680	
Costazza	79	2170	490
Rolle	82	1960	
Paneveggio	90	1500	
Bellamonte	97	1350	
Predazzo	103	1020	
Ziano	107	950	
Piera	114	1010	60
Cavalese	116	990	
San Lugano	124	1100	110
Fontanefredde	128	920	
total	128		2530

Stage 5 (7 July 2011): Fontanefredde - Martina

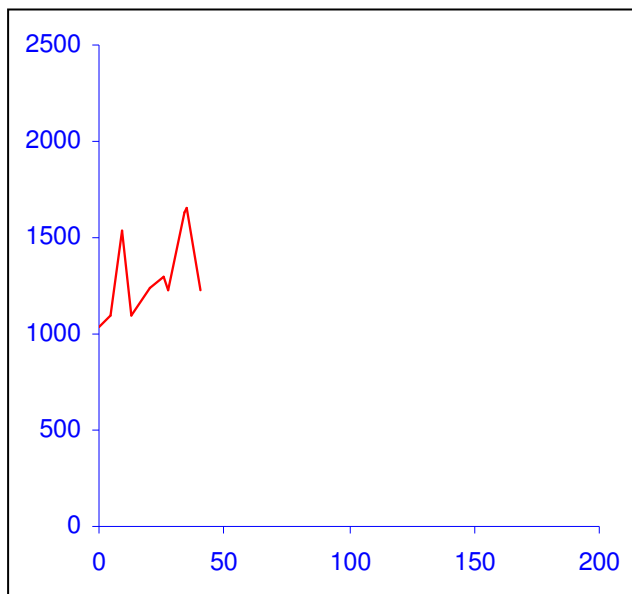


The forecasted thunderstorm had the good idea to come only during the night, and in the morning it was still very cloudy but the streets were dry again. The descent down to Ora was on a good and broad road, but with an important traffic. From Ora, I decided to go over the west side of the small mountain ridge that separates the valley into two parts. I partly followed a bicycle route, but this meant some detours and more ups and downs than necessary. Nevertheless it avoided the roads with too much traffic and led me through the nice villages of St Michael and St Paul, through some vineyards and through many orchards. Near Lana and Meran, I did not find any good way to avoid the traffic, and when a cycling path was indicated, it was with a coarse gravel. Fortunately, this changed a bit further up: there is now a really good cycle route along the

Venosta valley, continuous, smartly designed and well built. This was the good surprise of the day. There were short unsurfaced stretches, but absolutely no problem for a race bicycle. This route made a detour in the upper part of the valley, but not so bad. In the climb to the Resia pass, however, I left the cycle path because it became too steep for my bicycle (my rear wheel was even spinning on wet patches). So, I continued on the main road and easily reached the plain around the pass. With a good tail wind, it was even easier. After the pass, I entered Austria and soon turned left to the Norbertshöhe, which led me back to Switzerland. Short after the custom at Martina, I found a place to stay overnight. I was an older hotel made to a centre for outdoor activities. Simple but very sympathetic.

	distance (km)	altitude (m)	climbing (m)
Fontanefredde	0	920	
Adigio (Ora)	13	220	
Caldaro	25	420	200
Pianizza di Sotto	26	450	30
Appiano	29	450	
Riva di Sotto	35	240	
Vilpian	43	260	20
Lana	56	320	60
Cermes	59	290	
Lagundo	65	340	50
Tel	69	510	170
Covelano	97	730	220
Lasa	102	870	140
Prato	111	910	40
Spondigna	114	890	
Glorenza	120	910	20
S. Valentino	135	1470	560
Passo di Rèsia	145	1510	40
Nauders	150	1340	
Norbertshöhe	152	1410	70
Martina	158	1040	
total	158		1620

Stage 6 (8 July 2011): Martina - Scuol



As during the previous night in the Dolomites there was a thunderstorm during the night. And then a second one. And it was still raining as i woke up. This means that i was glad to be already so close to the goal of the day, Scuol. I took my time for the breakfast, at 9:30 the rain stopped and then i got in the saddle. After only a few kilometres along the Inn valley, i turned right to Tschlin. It was quite steep, but i wanted to see once this nice village on the slopes. I looked around, took some pictures and went down again. Meanwhile, the streets were largely dry. Back on the main road, i had a very gently slope and i reached Scuol at 11:30. I found an hotel, dropped my little baggage and went up to another picturesque village on the slopes of this lower Engiadina valley: Ftan. Just a last small climb to round up this nice tour 2011 before my girlfriend

Angelika would arrive by train for yet another day in the mountains, but then hiking and no longer cycling...

	distance (km)	altitude (m)	climbing (m)
Martina	0	1040	
San Niclà	5	1090	50
Tschlin	9	1530	440
San Niclà	13	1090	
Crusch	20	1240	150
Scuol	26	1300	60
Scuol	28	1230	
Ftan Grond	34	1630	400
Ftan Pitschen	35	1650	20
Scuol	41	1230	
total	41		1120