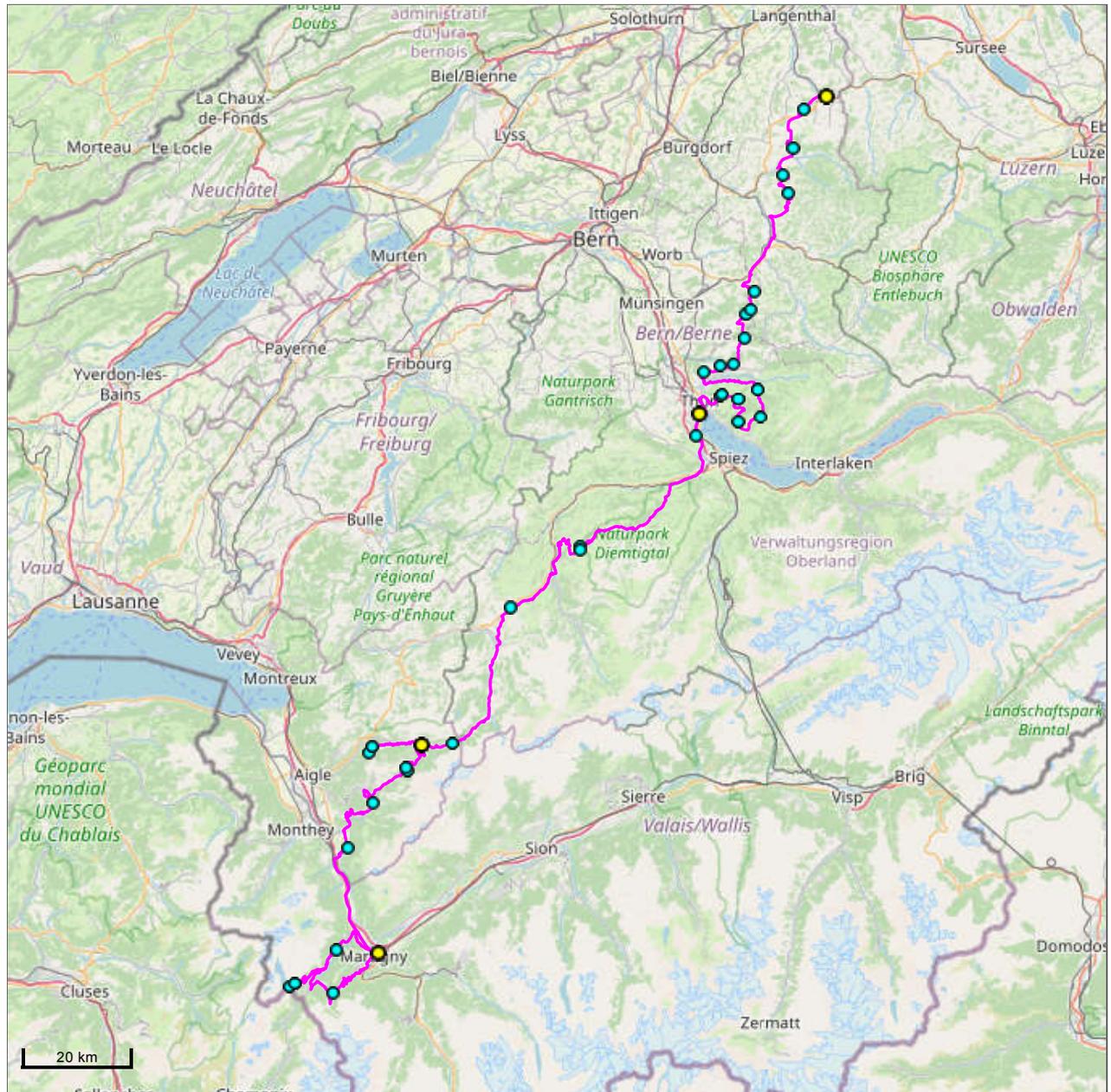
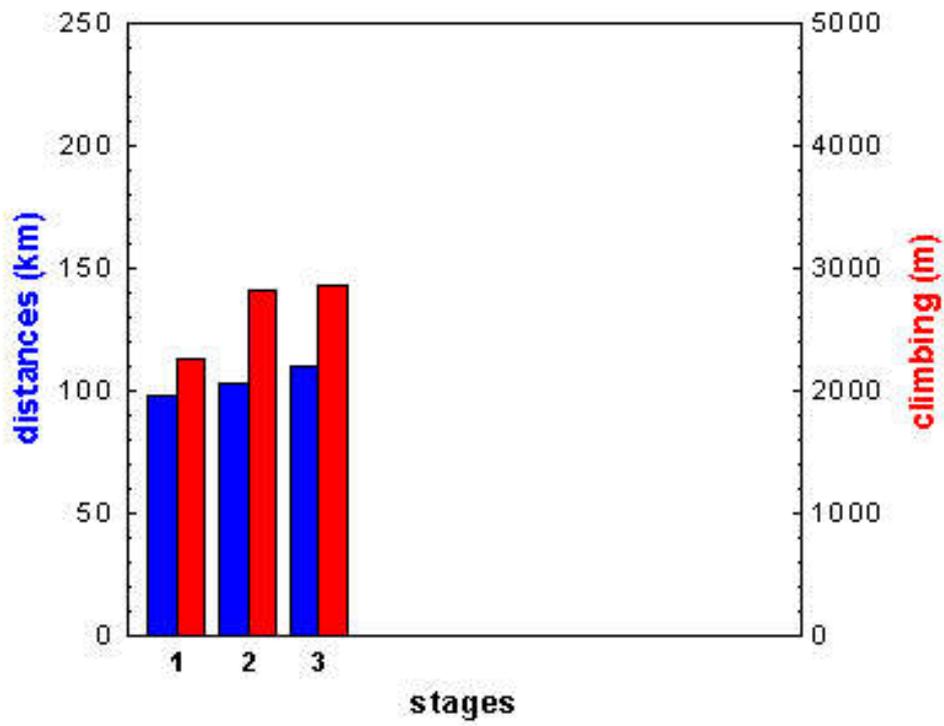


# Bicycle tour 2021, 19 - 21 August

Patrick Schlepfi

stage	distance (km)	climbing (m)
Huttwil - Ryffersegg - Schwanden - Thun	98	2250
Thun - Gestelen - Pillon - La Forclaz - Les Diablerets	103	2810
Les Diablerets - Croix - Forclaz - Gueulaz - Martigny	110	2850
<b>total</b>	<b>311</b>	<b>7910</b>





Sigriswil from Tschingel



Meieberg, with the Wildhorn and, closer, the Giferspitz mountains



Road to Col de la Croix, Les Diablerets's side



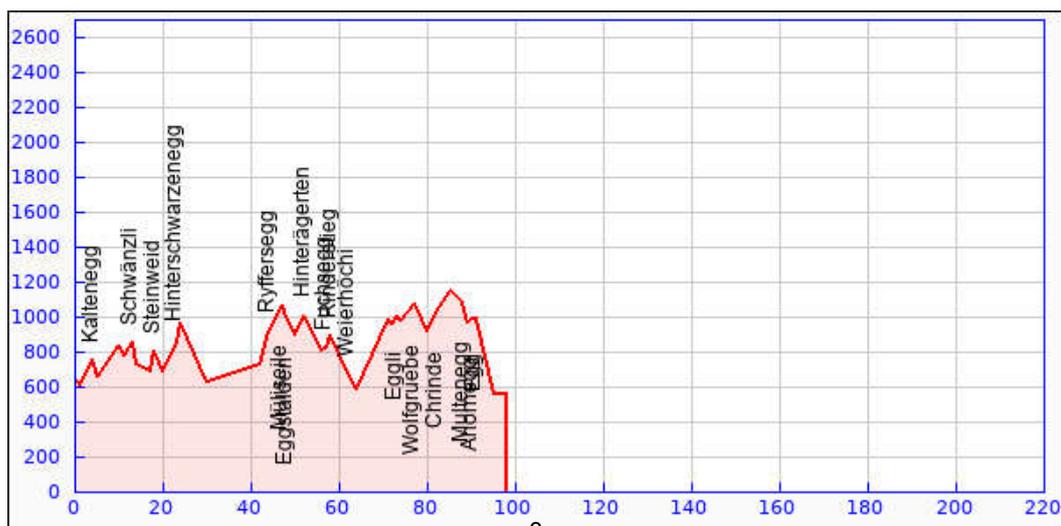
Emosson dam and La Gueulaz pass

## Stage 1 (19 August 2021): Huttwil - Ryffersegg - Schwanden - Thun

The summer of 2021 did not bring much good weather and it was only in the second half of August that i set off on my tour. I first went by train to Huttwil. Not far from there, there was a small pass that i had not yet done, [Kaltenegg](#). As i didn't want to make too many detours, i took an unpaved road through farms and forests. I even had to push the bike on short stretches. My general direction was south, and it had to stay that way, so i had to ride over many hills. I was heading towards the Emmental and i can testify that the Emmental has many... bumps. The next pass was [Hinterschwarzenegg](#). No problem to get there. But then, in order not to go back, i had to continue to climb and ride over a ridge, partly on gravel roads. Fortunately, everything was cycleable. After a good descent, i arrived in the Emme valley proper, which meant a few kilometres with lots of traffic. After Signau, i climbed in the direction of [Ryffersegg](#), which then led me naturally to [Müliseile](#) and [Eggstalden](#). From there it was a quick descent to Jassbach. Still heading south, i climbed towards Heimenschwand. It wasn't far, then it went downhill again. I arrived in the Zulg valley by the slight [Fuchsegg](#) pass. Before really descending into the valley, i made a small but steep detour over the [Rinderstieg](#) pass. And shortly before arriving in Steffisburg, i went all downhill over the [Weierhöchi](#) pass.

But after all that descent, i had to climb again. This was on a nice little road marked as a cycle route, but quite steep in places. Especially on the last climb to [Eggli](#). I took a short break there. It was the beginning of the afternoon and the weather was still overcast, as it had been since the start. Still by a pleasant small road, i arrived in the area of Sigriswil and of the lake of Thoune by the small pass of [Wolfgruebe](#). But i didn't ride directly down to the lake, i made another detour via the [Chrinde](#) and [Multenegg](#) passes, without forgetting by the way two very small passes above Goldiwil, [Ahornegg](#) and [Auf der Egg](#). From there, i just had to ride down to Thun and look for a place to spend the night.

	distance (km)	altitude (m)	climbing (m)
Huttwil	0	640	
Fiechten	1	610	
<b>Kaltenegg</b>	4	760	150
Hulligen (Dürrenroth)	5	660	
Roterhorn	10	840	180
Pt. 782	11	780	
<b>Schwänzli</b>	13	860	80
Süllenbach	14	730	
Burghof	17	690	
<b>Steinweid</b>	18	810	120
Heimisbach	20	690	
<b>Hinterschwarzenegg</b>	23	860	170
Oberrotebüel	24	970	110
Zollbrück	30	630	
Bowil	42	730	100
<b>Ryffersegg</b>	44	920	190
<b>Müliseile</b>	47	1070	150
<b>Eggstalden</b>	48	1000	
Gridenbühl (Jassbach)	50	900	
<b>Hinterägerten</b>	52	1010	110
Rothachen	56	810	
<b>Fuchsegg</b>	57	830	20
<b>Rinderstieg</b>	58	900	70
<b>Weierhöchi</b>	62	680	
Siegriswil	64	590	
Bühlen	71	990	400
Burghalten	72	960	
<b>Eggli</b>	73	1010	50
Buchholz	74	980	
<b>Wolfgruebe</b>	77	1080	100
Tschingel	80	920	
<b>Chrinde</b>	82	1030	110
Raaferewald	85	1150	120
<b>Multenegg</b>	88	1080	
Goldiwil	89	970	
<b>Ahornegg</b>	90	990	20
<b>Egg</b>	91	990	
Thun	95	560	
Dürrenast (Thun)	98	560	
<b>total</b>	<b>98</b>		<b>2250</b>

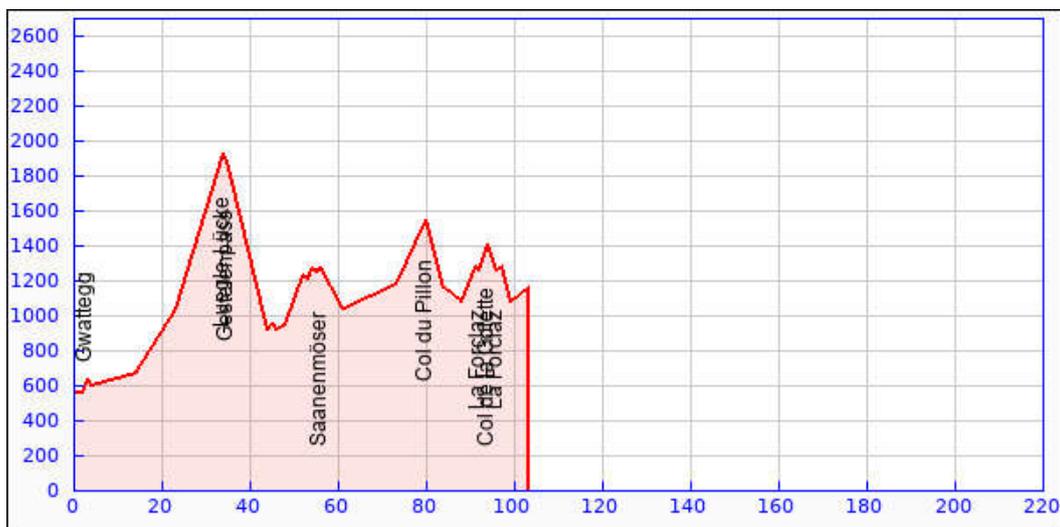


## Stage 2 (20 August 2021): Thun - Gestelen - Pillon - La Forclaz - Les Diablerets

As i was able to have an early breakfast, i left Thun before 8 am. The weather was still overcast but dry. A small pass was already waiting for me after a few kilometres, [Gwattegg](#). The climb was short but steep and the descent was partly on gravel. I then headed towards the Simmental. Once in this valley, i followed the marked bicycle route and avoided the traffic on the main road. In Oey, i turned left towards the Diemtigtal. The sky was beginning to clear and the climb was very pleasant. It was still a signposted route, but in principle for mountain bikes. In fact, it was also suitable for a road bike, provided it has small enough gear ratios. From Meniggrund onwards, traffic was forbidden to motor vehicles, except that according to the traffic seen there, permits must be very easy to obtain. At the top of the valley, i made a small detour to the right to the [Luegle-Lücke](#). For part of the climb, i had to push the bike, but the scenery was worth it. After the descent from this pass, i only had a few hectometers left on a good gravel road to reach the [Gestelen](#) pass. From there i could already see Zweisimmen, but in fact the descent was still long. And too steep to just let off the brakes. There was also a gravel section, but fortunately it was short. It was midday when i passed Zweisimmen. I took the cycle route to [Saanenmöser](#). This was a bad idea. The climbs were extreme and interspersed with descents. Next time i'll prefer the steady climb of the main road, despite the noise and exhaust fumes.

The descent to Gstaad, on the other hand, was pleasant. It was just necessary to watch out for oncoming traffic as the road was narrow. Further, up to Gsteig, the climb was gentle. Then it was the road to the [Pillon](#) pass, with a rather irregular but never excessive slope. In the meantime it was quite hot, but there had been enough fountains along my route, so i didn't have to suffer, also thanks to the elevation. The descent was easy and allowed me to reach Les Diablerets already in the early afternoon. I already looked for a hotel because i was planning to come back there after a further lap. This extra lap led me first (downhill and then uphill) to the village of [La Forclaz](#). From there, i made a loop through [La Golette](#) before returning to Les Diablerets.

	distance (km)	altitude (m)	climbing (m)
Dürrenast (Thun)	0	560	
Gwatt	2	560	
<a href="#">Gwattegg</a>	3	640	80
Alti Schlyffi	4	600	
Oey	14	670	70
Zwischenflüh	23	1040	370
<a href="#">Luegle-Lücke</a>	34	1930	890
<a href="#">Gestelenpass</a>	35	1850	
Grubenwald	44	920	
Manneberg	45	960	40
Fure (Mannried)	46	920	
Zweisimmen	48	950	30
Wäflerweid	52	1230	280
Marchstutzweidli	53	1210	
Neid	54	1270	60
Teuffegrabe	55	1250	
<a href="#">Saanenmöser</a>	56	1280	30
Unter-Gstaad	61	1040	
Gsteig	73	1180	140
<a href="#">Col du Pillon</a>	80	1550	370
Les Diablerets	84	1160	
Les Aviolats	88	1080	
Servaision (La Forclaz)	91	1280	200
<a href="#">La Forclaz</a>	92	1260	
<a href="#">Col de la Golette</a>	94	1410	150
<a href="#">La Forclaz</a>	96	1260	
Servaision (La Forclaz)	97	1280	20
Les Aviolats	99	1080	
Les Diablerets	103	1160	80
<b>total</b>	<b>103</b>		<b>2810</b>



## Stage 3 (21 August 2021): Les Diablerets - Croix - Forclaz - Gueulaz - Martigny

I left later for this third stage, due to the hotel schedule. I first climbed the [Col de la Croix](#), which was a good warm-up. Immediately after this pass, i made a small detour to the [Col Inférieur de la Croix](#), the eastern side of which would be a path. The descent to Villars was beautiful, but from there to Gryon via the [Col de la Barboleuse](#), the road was shared with the Bex-Villars-Bretaye railway. It was therefore necessary to pay attention to the little train and especially to its rails. After the long descent to Bex, i turned left towards Châtel to ride over the pass of [Les Caux](#) before descending to St-Maurice and crossing the Rhône. This was the most flat part of the whole tour as i followed the Rhône to Martigny. To go up to the [Col de la Forclaz](#), i first took the road of Les Combes, perhaps steeper but still more interesting and with less traffic than the main road. The climb was quite long, but without any problems. A short break at the pass allowed me to regain my strength. This was necessary, because after a quick descent to near Le Châtelard, a second important climb began: i headed towards Finhaut and then towards the Emosson dam. As up the Forclaz road, the slope was a little less than 10%, except at the very end where it was a little steeper. By the time i could finally see the lake, i was at the [Gueulaz](#) pass. I then went down to the dam. The road was blocked, but it was easy to get through anyway with the bike. At the other end of the dam, i went to the [Col du Passet](#), a pass that you can only really understand if you imagine that it was a passage before the dam was built.

I then turned back and went down to Finhaut. But there i took another way, which avoided going back up to La Forclaz. Yes, but it was a gravel road. At the beginning, it was very pretty. Then came a first series of quite steep bends. And a second, much steeper one. This would be easy to do on a mountain bike, but with my rim-braked touring bike, it was a bit on the edge. Still, there were other cyclists with similar equipment passing by. From the hamlet of Le Trétien onwards i was back on a tarmac road and the rest of the descent to Martigny was therefore trouble-free. But there was still a tunnel for which i mounted my rear light. It was just after 5 pm when i arrived at the station in Martigny.

	distance (km)	altitude (m)	climbing (m)
Les Diablerets	0	1160	
<a href="#">Col de la Croix</a>	9	1780	620
<a href="#">Col Inférieur de la Croix</a>	10	1730	
Villars-sur-Ollon	18	1250	
<a href="#">Col de la Barboleuse</a>	21	1210	
Pont-Neuf (Bex)	32	430	
<a href="#">Les Caux</a>	34	560	130
St-Maurice	37	410	
La Preyse	41	470	60
Evionnaz	43	450	
Martigny	52	470	20
<a href="#">Col de la Forclaz</a>	67	1530	1060
Le Châtelard	74	1100	
Finhaut	78	1300	200
<a href="#">Col de la Gueulaz</a>	85	1970	670
<a href="#">Col du Passet</a>	86	1930	
<a href="#">Col de la Gueulaz</a>	88	1970	40
Finhaut	95	1300	
Le Trétien	98	1020	
<a href="#">La Médettaz</a>	99	1060	40
Salvan	101	920	
La Bâtiaz	108	460	
Martigny	110	470	10
<b>total</b>	<b>110</b>		<b>2850</b>

