

PYRENEES



After the Alps, the Pyrenees are the next major mountain range of Western Europe, and as such must command at least equal respect. Several of the best routes cross the Spanish frontier; a few people have been turned back by Spanish police, but others get through. No doubt the situation is an improving one. Paths on the Spanish sides of some cols are remote, and appear to be little more than animal tracks, with little or no waymarking. Rescue in case of difficulty on these southern slopes is highly problematical; the Spanish are not nearly as well organised as the French in this respect. Here, too, one finds fewer walkers outside the National Parks.

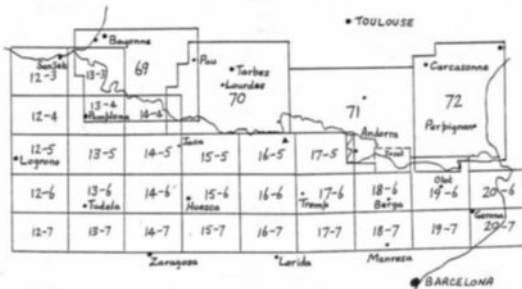
French mountain huts, and the better Spanish ones are broadly similar to those in the Alps, and are open to anyone. Gites d'Etape (on the French side only) are comparable to our simpler youth hostels, with cooking facilities.

Weather in the Pyrenees in summer and early autumn tends to be better than that of an average year in the Alps, but sudden storms are still quite likely. As in the Alps, snow can be a problem in spring and early summer. In most years, routes up to 2,000m. should be possible by early June, and the remainder by early July. The south facing Spanish sides of frontier passes lose their snow well before the French sides. Choose a fine day for routes with foothill sections, and avoid the higher routes, which often have steep sections, in bad weather or soon after a fresh snowfall.

A rucksack, which can take heavy items on one's back when wheeling or carrying, is a great help. Strung well soled shoes or light boots are the best footwear; some have found trainers adequate. For extensive snow, goggles are recommended. If in distress, use a whistle, torch, or flashes of sun on a mirror. Alternatively, shout or wave bright clothing: six regular flashes/notes in a minute. To attract a helicopter, stand still, both arms raised above your head: to show you don't need help, stand with one arm up and one down, both at 45° to the horizon.

Maps:— A key to the 1:100,000 maps for the Pyrenees is given later (see also p.7 of *Cycloclimbing* 52). There are more up to date than the 1:50,000, though the French Pyrenean Tourist 1:50,000 series (abbreviated P.T. on street map headings) has publication dates in the 1920's for all sheets. The main paths on these are overprinted in red, not always reliably. Do not expect cartography to be up to our Ordnance Survey standards, particularly in Spain and Andorra.

Key to 1:100,000 maps



Key maps for the Western and Eastern Pyrenees are given on pages 2 & 3. On these, rough passes are denoted by capitals, road passes abbreviated where necessary. Difficulty and star ratings are mostly guessimates. WAD = Very approximate difficulty: E = Easy; rideable or wheelable; M = Moderate; sometimes hard work, some lifting; D = Difficult; often hard work, sometimes involving short carries; and S = Severe; much carrying, sometimes also double carrying (bike then luggage). (Jeep roads and cart tracks are graded 'E' until more is known about them).

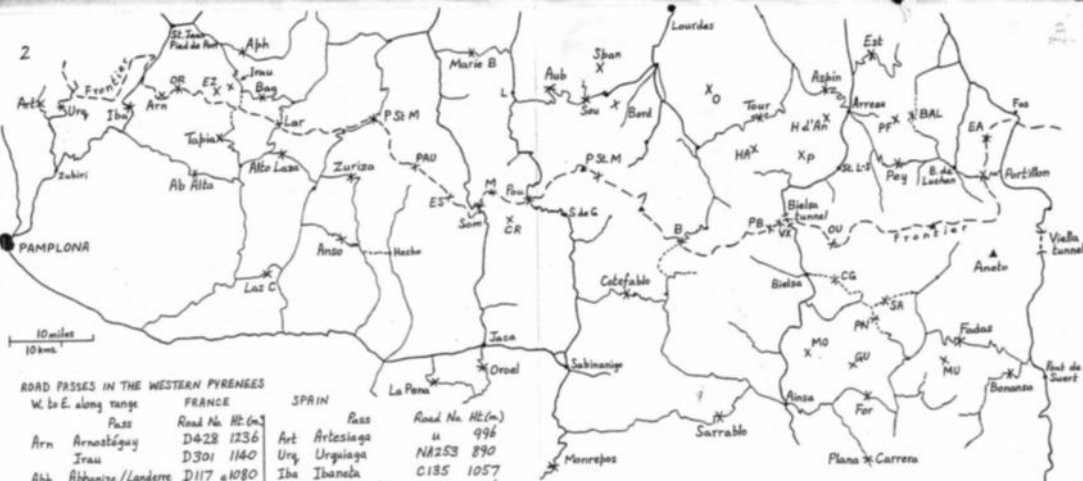
Stars * give a rather subjective idea of how rewarding a pass is, depending mainly on scenery (as seen in fine weather), but also on its advantages as a link, and on value for effort.

On the sketch maps, North is uppermost unless a North point is included. Heights are given in metres, and are mostly taken from the 1:50,000 maps. These have contours at 20m intervals in both France and Spain.

The diagram on right shows numbering of Spanish maps, eg. 1:500,000 map covering SE. quadrant of 17-5 is 34-10. This rule applies throughout Spain. These maps are available from 'The Map Shop', 15 High St., Upton on Severn, Worcester, WR8 9HT at £2.50 per map + postage (A92).

31-9	32-9	33-9	34-9
16-5		17-5	
31-10	32-10	33-10	34-10
31-11	32-11	33-11	34-11
16-6		17-6	
31-12	32-12	33-12	34-12

Updating of guides, comments, amendments etc., will be welcomed by the editor,
E.D. Clements, 79 Powley Way, Guildford, Surrey, GU1 3QB.



ROAD PASSES IN THE WESTERN PYRENEES

W. to E. along range	FRANCE	
Pass	Road No.	Ht. (m.)
Arn	Arnostéguy	D428 1236
	Irau	D301 1140
Aph	Aiphanize/Landerre	D117 a1080
Bag	Bagargui	D19 1327
Lar	Larrau	NA201/D26 1573
P.S.E.M.	Pierre St. Martin	C157/D132 1760
Marie B	Marie Blanche	D294 1035
Som	Somport	N330/N134 1632
Pou	Pourtalet	C136/D934 1794
Aub/Sou	Aubisque/(Souler)	D918 1709
Span	Spandelles	u 1378
Bord	Bordères	(GR10) 1156
Tour	Tourtmalet	D918 2115
	Bielsa tunnel	D123/HU640 a1820
H d'An	Houquette d'Anizan	D113 1538
	Aspin	D918 1489
Est	Estivère	u 1217
Fey	Reynouarde	D618 1569
	Portillon	D618 1293

ROUGH PASSES IN THE WESTERN PYRENEES W. to E. along range

Code	Pass	Ht. (m.) NAD	* Ridge	Code	Pass	Ht. (m.) VAD	* Ridge
OR	Orgambide	988 E	2 4	PB	Barronde	2534 S	3 8
EZ	Errozate etc.	(1280) E	2 4	OU	Ourdisselou	2403 D	5 2 9
PAU	Pau	1950 S	2 5	CG	Cruz de Guardia	2113 E	2 9
ES	Escale	1665 M	3 5	SA	Sahun	2010 E	3 9
M	Mainas	2168 S	3 5	PN	Pino Negro	1730 E	3 9
CR	Canal Roya	2116 D	2 5	VO	Vallée de Ordesa	—	5 9
PM	Peyre St. Martin	2295 D	3 6	MO	Montanosa	a1530 E	3 10
B	Boucharo	2270 D	4 6	GU	Gulliver	a1440 E	2 10
O	Ousouvaou	1872 M	3 7	MU	Muria	1620 E	2 10
HA	Houquette d'Aubert	2498 D	4 7	PF	Pierrefitte	1855 S (m.)	11
P	Portet	2215 E	3 7	BAL	Bales	1755 E	2 11
VX	Vieux	2378 D	5 2 8	EA	Eschot d'Anu	2098 M	4 11

ROAD PASSES IN THE EASTERN PYRENEES

Pass	Road No	Ht.(m)
Menta	D44	1349
Art Artigasou	u	1351
P d'Asp Portet d'Aspet	D618	1069
Saët	u	1123
Corra	D17	1395
La Trappe	D32	1111
Portet	D72	a1430
Agnes	D8	1570
Lers	D18	1517
Port	D618	1250
Montségur	D9	1059
Chi Chiuola	D613	1431
Env Envalira (Andorra)	N2	2409
Puy Puymorans	N20	1920
Pradel	D22/D107	1673
Pailhères	D25	2001
Quillan	D118	1713
Perche	N116	1581
Llose	D4	1866
Garrabail	D17	1262
Jau	D84/D14	1504
Aussières	D22/D2	1046
Roque Julère	D619	976
Palomès	D13	1036
Montlouis	C1311	a1040
Perves	C144	1325
Bonaigua	C142/C147	2072
Canto	C146	1725
Comiols	C1412/L1512	1102
Boixols	L511	1380
Jou	L401	1470
Solana	a1200	
Tosas	N152	1800
Creueta	B403	1900
Marolla	GE402	1100
Canas	C150	1130
Bracons	u	a1150
Candreu	C153	a1020
Ares	C151/D115	1513



ROUGH PASSES IN THE EASTERN PYRENEES W & E. along range

Code	Pass	Ht.(m)	VAD	Bye	Code	Pass	Ht.(m)	VAD	Bye
RC	Ras de Congues	1907	E	3 14	GA	Gargante	1352	E	2 16
CB	Creu de Badet	1941	E	3 14	PAI	Pai	2100	M	3 16
C	Cabus	2304	M	3 14	RB	Rogues Blanches	2252	E	5 17
G	Gent	1518	E	2 15	S	Sanza	1775	E	2 17
AG	Alto de Ginebra	a1610	E	3 15	CC	Creu	1708	E	2 17
A	Arnat	a1355	E	3 15	CM	Comme Mourière	2205	E	4 18
R	Rat	2540	D/S	4 15	EN	D'en Redort	a2460	M	2 18
CP	Payra	1714	M	1 16	DE	Devesa	2435	M	2 18

Code	Pass	Ht.(m)	VAD	Bye
PA	Aula	2260	M	4 12
PO	Orle	2318	S	3 12
PS	Salau	2087	M	3 12
E	Esport	2428	M	4 13
IV	Beret	1860	E	4 13
BA	Basseta	1690	E	2 13
CA	Cid de l'Arrech	1418	E	2 (3, mup)

OR COLS D'ORGAMBIDE (988m.) & ARNOSTEGUY ETC. St Jean to Orbaiceta
MBS fold 13 top or 234 folds 37,38; P.T.2; IGN 69; Ej 13-3; VAD M.

No details. IGN 69 shows the path S. from Orgambide contouring the W facing slopes on its way down to Fabrica de Orbaiceta, whereas the Spanish Ejercito 1:100,000 map 13-3 shows the route dropping immediately to the valley floor. The maps also disagree over the route taken by the jeep track from Orbaiceta to the Embalse de Irabia reservoir. Much forest in the area.



EZ COLS D'ERROZATE, IRAU, TAPIA ETC. St Jean Pied de Port to Ochagavía
MBS folds 13,14 or 234 folds 39,42; P.T.2; Ejercito 1:100,000 14-4; VAD E or M7
IGN 69

No details of any R.S. in this area, much of which is afforested. All dashed routes on the sketch map are shown as jeep roads on P.T.2 (Pyrenees tourist series at 1:50,000), except for ½ mile near the frontier at Egurguy, shown as a cart track. From Col d'Errozate (an E-W col, but a low point in the north-south route) a footpath passes SW. of Mendi Zar; other routes on Ejercito in this area are jeep or cart tracks.

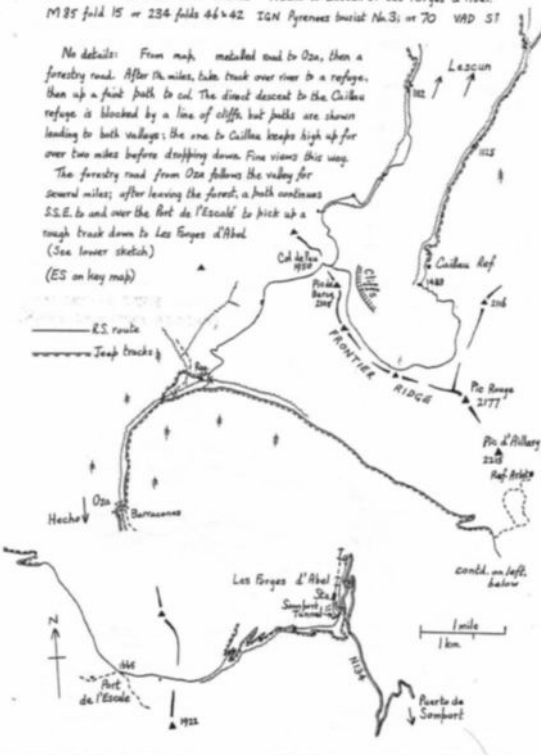


PAU COL DE PAU ETC. 1950m. Hecho to Lascun or Las Forges d'Abel.
M85 fold 15 or 234 folds 46+42 IGN Pyrenees tourist No.3; or 70 VAD 51

No details: From map, metalled road to Oza, then a forestry road. After 10 miles, take track over river to a refuge. Then up a faint path to col. The direct descent to the Caillaux refuge is blocked by a line of cliffs, but paths are shown leading to both valleys; the one to Caillaux keeps high up for over two miles before dropping down. Fine views this way.

The forestry road from Oza follows the valley for several miles; after leaving the forest, a path continues S.S.E. to and over the Port de l'Escaudé to pick up a rough track down to Les Forges d'Abel (See lower sketch)

(ES on hay map)



M COL DES MOINES 2168m. Col du Sompport to Gabas 5 miles R.S., 4 miles R.R. 5
M85 fold 16 or M234 folds 47+43 IGN 15-47 or Tourist 3; 70 VAD 5

A hard col, especially the descent; avoid in mist. Hardly any path at all on Spanish side, and not waymarked. From Col du Sompport, take the rough road to Astun, then climb up by the l.l. bank of the stream, only a cattle path in places, otherwise no path at all. At a stream junction, keep on up by the more westerly on to a bushy, grassy brow. Keep high up above the rocks of the gorge. High up, the way becomes level and easy to a small circular lake. A very faint path turns right here, up a little grassy couloir to col. There is a well marked path down, but very steep with two rocky barriers. Lac du lower down. R.P. may have taken the wrong (Bious-Artigues) path? At the bottom a long level rideable meadow leads to the reservoir. Allow for 8 hrs. Details:-

R. Berardin, Dijon (1970)

Fine alternative via Lac d'Ayous and G.R. 10



PM PORTE DE LA PEYRE ST MARTIN 2295m. Sallent de Gallejo to Arrens 12miles R.S.
M85 fold 17 or M234 folds 47+48 IGN 16 48+16 47 or Pyrenean tourist 3; 70 VAD D7

No details. Probably best attempted from Spain until details are known. A track is shown on tourist map 3 and N.70 going up the valley to the Rasputoso dam (which would appear to have been constructed by cableway over the hills, rather than by an access road). Tourist map 3 indicates a path to the col over easy contours, and a waymarked path down the French side (note to take the left hand of two paths at the col, straight down the valley to the North).

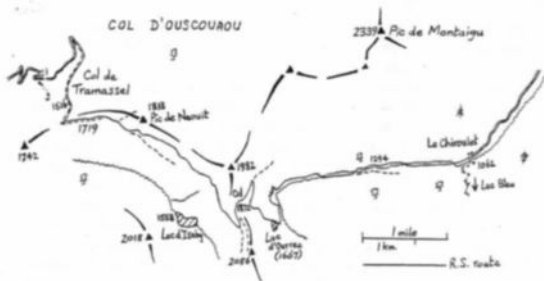


B PORT DE BOUCHARO 2270m. Bujaruelo to Gavarnie 3 miles R.S.
M 85 folds 17+18 or 234 fold 47 IGN 16-48 or Tourist 4; 70 VAD D
(1150000)

Construction of the proposed road has been suspended as it would pass through the Ordesa national park. Cross to the East side of the river at Bujaruelo (1338m), ignoring the good track up the Ara valley. The path is signposted (2½ hours to col, but allow 4-5 hours with bike) and climbs steeply through a wood, badly eroded, rocky and loose. Emerging from the woods, the path becomes indistinct over steep rough ground with some scrubby bushes. Aim for the electricity pylon; pass below it and turn right, under the wires, heading East. One climbs a steep grassy hillside, and later the path zig-zags back towards the pylon line. The grass turns to sere, and then the path enters a rocky outcrop; guide pole hornbouts. Cross the river by a building and follow up its North bank, grassy and rideable for a short distance at about the 2000m mark. The final push to the col becomes ever steeper, ending in a stone chute to the top which needs a double carry. Metalled road down to Gavarnie. BIKES BANNED 1993
Details I. Viehoff 1991.



COL D'OUSCOURAU



O COL D'OUSCOURAU 1872m. La Chiroulet to Argales Gazost. Tides R.S. M85 fold 18 middle or 234 fold 44 left IGN 17-47 or 70 VAD N1, some D R.T.4

The path up the main valley westwards from La Chiroulet crosses the stream several times, and is sometimes rideable. About 2 miles up, the valley narrows to a minor gorge; the path here is on the N. bank and sometimes indistinct. It soon becomes steep, some carrying, either in woodland or on grassy slopes. View to left (south), with a fine waterfall in the distance, and a lake below. Take right hand path at a fork, up grassy slopes, aiming at the col, one of several similar looking ricks in the ridge. The col is in line with the valley above La Chiroulet. From the col, a rideable path contours the SW side of the ridge, and eventually links up with a track to the Col de Tramassel, 1516m, from where a metalled road soon starts at the ski-complex of Hautacam, and leads down the slopes to Argales Grand etc. Allow 5 hours. Details of East side - R. Sauvaget, 1952, who descended to St. Orens - the road up to Col de Tramassel did not exist then.

HA HOURQUETTE D'AUBERT 2498m. Barèges to Bielsa road. Smiles R.S., 1 1/2 miles RR M85 fold 18 or 234 fold 44 & 48 IGN Pyrenees Tourist 4; 70. VAD D (R.T.)



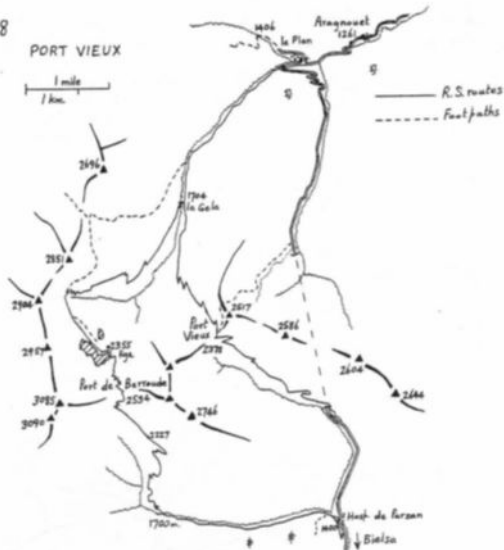
No details. Shown as a waymarked path on the tourist map, with a steep climb to the hut by first lake, and a steep final climb to the col (from either side). Café at Pont de la Goubie.

P COLDE PORTET 2215m. 4 mls R.S. Vieille Aère to Fabian circular. VAD E M85 fold 19, other maps as above.

No details, but shown as a cart track throughout R.S. on tourist map.



PORT VIEUX



VX PORT VIEUX 2378m. ARAGNOUET TO BIELSA 7 miles R.S.
MBS fold 18 bottom or M234 fold 48 IGN 17-47 or 70 VAD D/S
P.T.4

Crossed in 1975 by G. Newey, who took the very steep unmarked path near the tunnel mouth, which needed some double carrying on steep narrow rocky stretches. Some boulder fields, and just a narrow crack between crags on the river. Steep slope on Spanish side. The main path from La Plan is well defined near the col, and probably easier to ascend. Presumably very hard going in reverse, starting from Spain.

PB PORT DE BARROUDE 2534m. Aragnouet to Bielsa 12 miles R.S.
MBS fold 18 bottom or M234 fold 48 IGN 17-47 or 70 PT4 VAD (N)S.

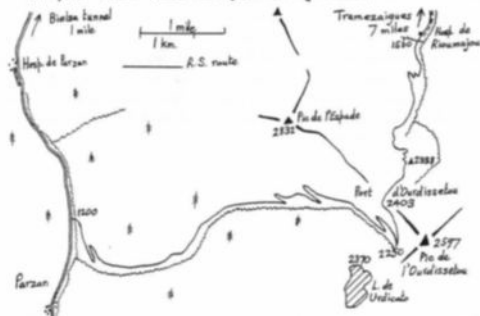
See sketch for Port Vieux.

Leave D173 at the first hairpin above La Plan, on a good cart track to La Gela. Good path up to a waterfall, where the path is steep and rocky, needing a carry up to a path contouring the slopes: this path is easy and level to a refuge at the East end of Lac de Barroude. From there to the col the path was less used, easy to follow, but steep.

Down the Spanish side the path was even steeper, down scree, and little used and none too easy to follow. Just visible from above, it starts just W of the col, with a few cairns and stones. Lower down, a bit easier down grass than the many zig-zags on the scree. The river at the bottom was dry, but in flood would be impossible to cross. Some pasture and a barn in the valley. Cairns, difficult to see, marked the way across several rocky (river) beds. Once on the S. side of the river, the path was still faint, but improved after a gale, though affected by avalanche and river debris in places. Allow at least 8 hours to Huch de Larzan; more if going from Spain, since the climb up the scree would be very tough going. Accom. & meals can be had at the refuge by Lac de Barroude. Camping not allowed on French side (National Park), but possible in Spain. G. Newey, 1987.

OU PORT D'OURDISSETOU 2403m. Bielsa to Tramezaygues 10 miles R.S./R.R.
M443 30E (part on MBS fold 19) IGN 17-47 or 70 or P.T.5 (S. edges) VAD D I

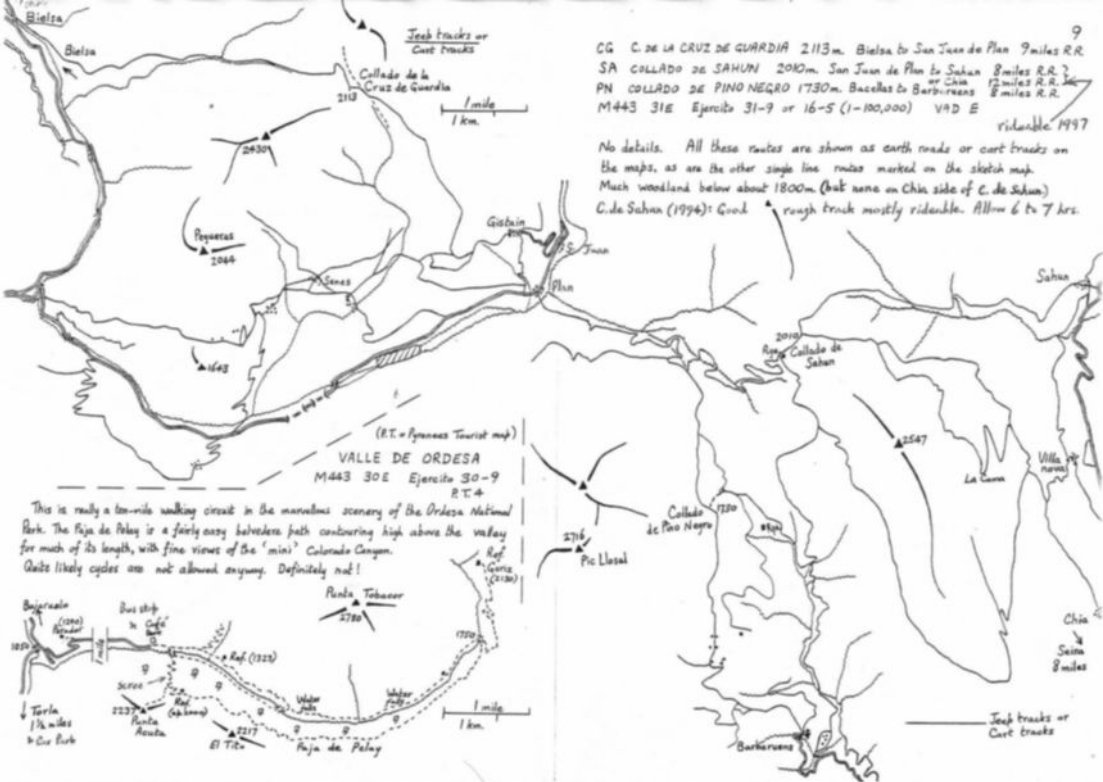
No details. Shown on maps as a track for much of Spanish side, path on French. Part of the H.R.P. (Haute Route Pyrénéenne) long distance path.



CG C. DE LA CRUZ DE GUARDIA 2113m. Bielsa to San Juan de Plan 9 miles R.R.
 SA COLLADO DE SAHUN 2010m. San Juan de Plan to Sahun 8 miles R.R. ?
 PN COLLADO DE PINO NEGRO 1730m. Bañolas to Barbastro 12 miles R.R. or Chin 8 miles R.R.
 M443 31E Ejercito 31-9 or 16-5 (1-100,000) VAD E

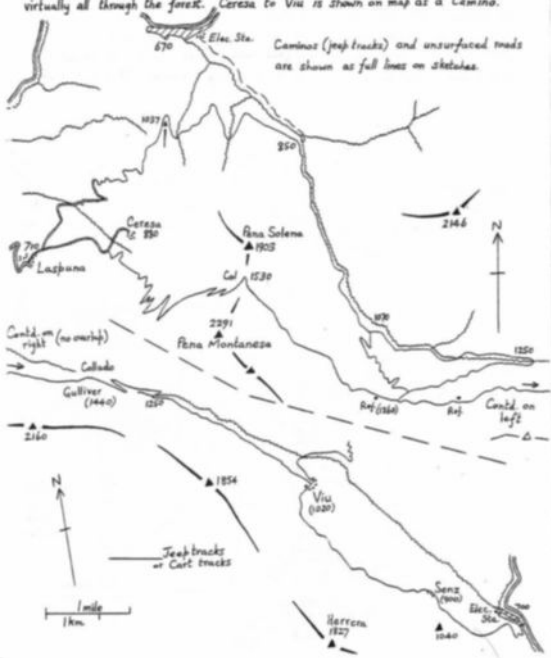
ridable 1997

No details. All these routes are shown as earth roads or cart tracks on the maps, as are the other single line routes marked on the sketch map. Much woodland below about 1800m (but none on Chin side of C. de Sahun).
 C. de Sahun (1994): Good rough track mostly rideable. Allow 6 to 7 hrs.



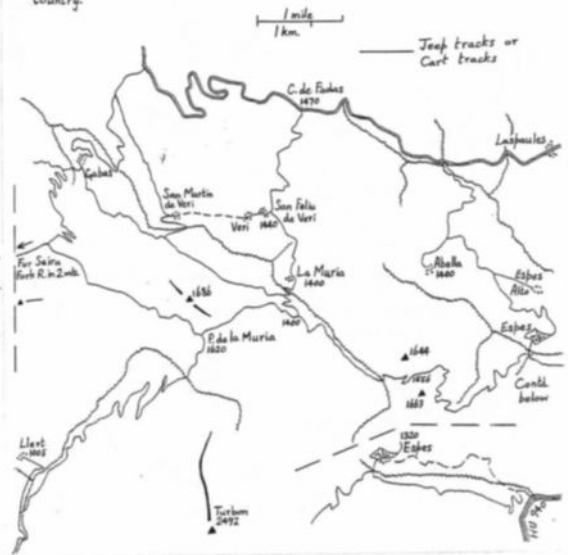
10 GU COLLADO GULLIVER (a1440m.) & ANON (MONTANESA) (a1530m.)
Laspuña to Campo 16 miles R.R. M443 30E Ejercito 16-S (1100,000) VAD E.

No details: A very steep climb from Ceresa to the first col, then mostly easy gradients to Viu, from where an unsurfaced road descends to Senz and the valley road, virtually all through the forest. Ceresa to Viu is shown on map as a 'Camino'.



MU PUERTO DE LA MURIA 1620m. Collado de Fadas to Campo
M443 31E Ejercito 1100,000 16-S 11 miles R.R. VAD E
(HU940 to Seira 14 miles R.R.)

No details. Shown as an unmetalled road to Veri, then as a 'Camino'. There is another route running SE to NW via an unnamed col (1556m.) just West of Espes as well as P. de la Muria from HU940 road to Seira (note to bear right at 1100m. during the final descent to Seira, the contouring track ahead is a dead end.). Most of the single lines shown in sketch map are 'Caninos' (jeep tracks), and most go through wooded country.



PF COL DE PIERREFITTE Bagneres de Luchon to Arreau 1 1/2 miles R.S. 3 1/2 miles R.R.
 M 85 folds 19 x 20 or M234 folds 48 x 44 right IGN 18-47 or 70 VAD M. 200m. Dur S
 R.T. 5

There is a tarmac road up the Oueil valley and on to the tops of both the Port de Bales and Port de Pierrefitte. The branch to Port de Bales continues as a road of sorts down the North side to Mauléon Barousse, but the route over the Pierrefitte continues as a path, indistinct at times and also quite steep, but with print marks on the rocks, down to the Lac de Bordères. Below this the path becomes even steeper, 'plunging down irregular rocky gaps with deep steps that demanded a spare hand'. This section necessitates about half a mile of double carrying. At the bottom one meets a forestry track which leads down either side of the valley. The track down the West side is the easier, and tarmac is met again at Barettes after a few miles. Details:- J.R. Haigh. June 1979.

Note: more recently the tarmac above Boury d'Oueil has become broken up.



PA PORT D'AULA 2260m. Conflens to Alos or P.de Salau 17 miles RS/RR.
M86 fold 3 bottom & full 13 bp or Z35 fold 45 IGN 20-48 or 71 or PT6 VAD M.



PS PORT DE SALAU Alos de Isil to Couflens 2087m. VAD M
M86 fold 3 bottom & full 13 bp or Z35 fold 45 RT.6. IGN 20-48 or 71
(French 1:50,000)

A fine, well worn white frontier crossing. A metalled road runs up the main valley to Isil and Alos (Spain). A rideable but rutted track continues beside the river, crossing it by a bridge two miles up from Alos to the eastern side. About 3 miles farther on, just before the next bridge over the main stream, a track, just rideable, climbs back eastwards over several fordable streams, then hairpins its way up to about 1800m, where it comes to an abrupt end at another stream. A very faint path continues and soon becomes much steeper as it rounds the broad west ridge of Pic de Montaud, then continues gradually S.E. works to the col. Just on the French side of the col are the substantial ruins of an old customs post, amongst which is an unmanned mountain refuge. Fine views, especially back into Spain. On the French slopes are visible the remains of a series of cable car pylons. Keep left of these, rocky at first near the top. Soon there are a number of tracks going all over the place. Keep left of the pylons, and right of the first stream going directly downhill. After a short, steep descent, an obvious grass track will be found, possibly rideable when dry. It passes another mountain refuge and more fordable streams. Nearer the bottom, point marks appear and eventually one reaches a wood. After the wood, another fordable stream, where the path turns left and becomes a wider track with gates. This track descends easily to Salau (Cafe' and hotel). No times given, suggest allow a full day and choose good weather.

Details:— P. McDiarmid and R. Moore, late June 1988. Also crossed by G. Norway, RTS, who presumably took one of the earlier, more southerly paths up the Spanish side. Note: a new reservoir is shown on one of the maps near the start of the route described above, not mentioned by McDiarmid.



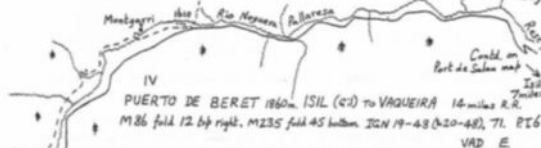


Bikes banned 1997

E. PORTARRO D'ESPOIT Espoit - Bohi (Boi) 2428m. 5 miles R.S. 6 miles R.R.
M86 fold 12. Nuten M235 Ejercito 33-9 (181) VAD M 6 or 7 hrs (710)
or 17-5 P.T.6

Metalled road up to Estany de Sant Maurici, a beautiful pine studded lake with the pinnacles of Encantat (Enchanted mountains) behind. The track follows the South side of the lake (not the North side as shown on Michelin). The ascent from the lake is steep, but fairly easy going, but not rideable till near the top; fine views.

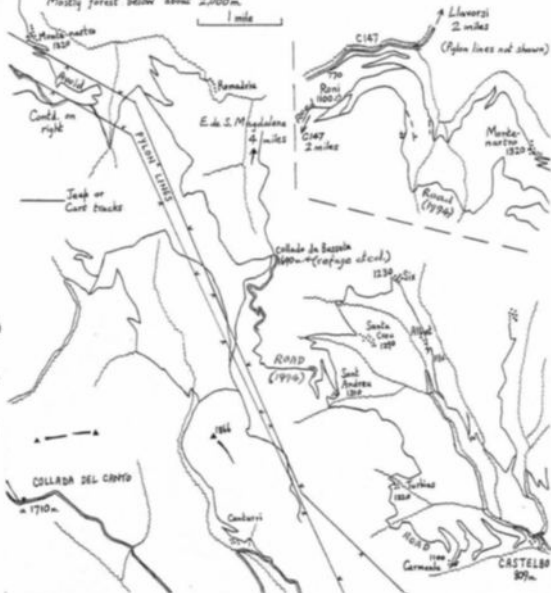
The descent is steep and loose to Estany Long, after which most of the way is rideable, but with a ford near the next lake, difficult after rain. Part of the descent to Estany de la Llobrega is surfaced (1975), maybe all of it now (No! (1994), still rough)



Tarman road from Estorri d'Aneu to Ales de Isil (GS on Michelin), then a Jeep road continues close to the Rio Noguera Pallaresa right up to its source near the col. Mostly it runs through forest, but comes out into the open about 2 miles after the deserted village of Montgarri. Ski development at the col, with a metalled road down to Vaqueira on Bonaigua pass road.
All rideable; lots of animals loose. (horses, cows etc.) ~ 4 hrs.

BA COLLADO DE BASSETA 1690m. Castalbo to Rani & Llavorsi 22 miles RR
M86 fold 13 bottom or M235 off fold 54 Ejercito 34-10 (215) VAD E/M
or 17-5 (1100,000)

Tarman via Carmoaria to Col (1994)
Good-mud road through St. Andrea and Sis to the col, mostly rideable. Grassy clearing upwards in the forest on top. Descend by track along ridge to NW of Col de Montanarro; very strong and steep but rideable in places. An ongoing rough-track continues to the main valley road, C147. The track to W.S.W. from Rani also descends to C147. Mostly forest below about 2,000m.



RC COLLADA DEL RAS DE CONQUES 1907m. W LA CREU DE BEDET (1941m.)

Farga de Males to Ferrera. 6 miles E.S. 15 miles E.E etc.

M86 folds 13, 14 bottom or M235 fold 54 up Ejercito 34-10 (215) VAD E some M
or 17-S (1100,000)

Take the rough road to Sant Joan Fumat and La Vinça d'Ars - steep climb to latter. Above Ars the route climbs even more steeply, passing a farm on the way to the col. Fine views. Carry straight on at cross tracks, and descend on somewhat loose surface through the forest. Good camping spot by Rio Magdalena (chapel locked). Another 3-mile climb follows to a second summit, La Creu de Bedet, again fine views. Descend again to Ferrera, a primitive place in a dramatic position on a shaly cliff; the road is surfaced from here. Small shop at Tirvin, 3 miles on. One could also go via Civis and the Collado d'Ares (1865m.) crossing the river near Bordas de Conflent; thence by a rough road contouring the hillsides by Les Tapes (no details). Mostly forest below 2000m. - 6 hrs. San to Tirvin



C PORT DE CABUS (CABRIS) 2304m. Alins to Pal 12 miles E.E.

M86 fold 14 or M235

Ejercito 34-9 (182) VAD E

or 17-S (1110,000)

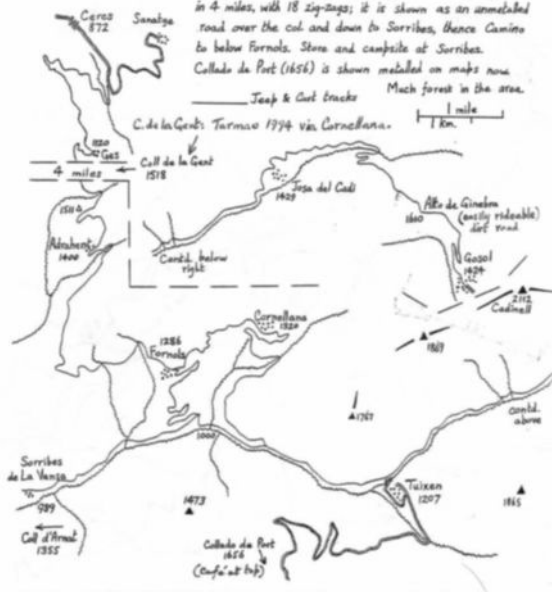
Metalled road to Alins (shop & extensive campsite). A jeep road forks right at E. end of village, with a steep rough climb at first before dropping back to the valley. It continues rough, but just rideable. A brief widening of the valley allows room for a couple of meadows before Tor. Here the road turns south and in a 1/2 mile passes the river. Turn left just after the ford up a steepening but not quite so rough a road, still just about rideable. The views widen as one climbs the final zig-zags to the Col. Soon after the top the road becomes metalled down to Pal and Andorra. Allow 4 hours, more if one finds the road unrideable. Details: P. Hinton, late July 1989. See also Cycloclimbing May 37, Feb 1986. Much forest below 2,000m.

G COLLADO DE LA GENT 1518m. Ceres to Tuixen ^{metalled 1995} 16 miles R.R. VAD E
 AG ALTO DE GINEBRA 1610m. Tuixen to Gosol 8 miles R.R. VAD E 2 hrs.
 A COLLADO D'ARNAT 1355m. Organya to Tuixen 21 miles R.R. VAD E
 M443 34F Ejeñits 18-6 (C. d'Arnat on 17-6) 1:100,000; or 35-11, 1:50,000

All three of these passes are very fine routes, mostly just rideable, but with better stretches in places. Ceres to Tuixen and Collado de Port is described in R.S.I. Vol 25 No 5 (Sept 1980). Collado de Port shown as a Camino between Fornols and the valley, otherwise unmetalled road. A. de Ginebra shown as a Camino throughout.

Collado d'Arnat leaves the main road 3 miles N. of Organya, to climb 2,000 ft. in 4 miles, with 18 zig-zags; it is shown as an unmetalled road over the col and down to Sorribes, thence Camino to below Fornols. Stone and campsite at Sorribes.

Collado de Port (1656) is shown metalled on maps now. Much forest in the area.



R PORT DE RAT 2540m EL SERRAT TO MARC 2 miles R. 9 miles E
 M86 fold 14 or M235 fold 50 Ejeñits 34-9 or I.G.N. 2149 or 71 VAD 3
 or 17-5 (1:100,000) P.T.7

The road to El Serrat climbs gradually through meadows and tobacco fields, and continues metalled as far as a ski-station complex beyond El Casteller, 3 miles on. A rough road hairpins up the hillside to end at a tunnel in the mountainside, but the French end has not yet been built. Eventually there may be a second exit from Andorra to France. The Port de Rat path is signposted here, and the first half of the route is clearly visible. The second half involves a scramble over and around rocks, but is always obvious. Double carrying is necessary with camping kit. The descent is also very steep and rocky but the path is marked with red paint; eventually one reaches a rough road which descends to the valley leading North to Aizent. After about 6 miles it becomes metalled from a hydro electric station on wards.

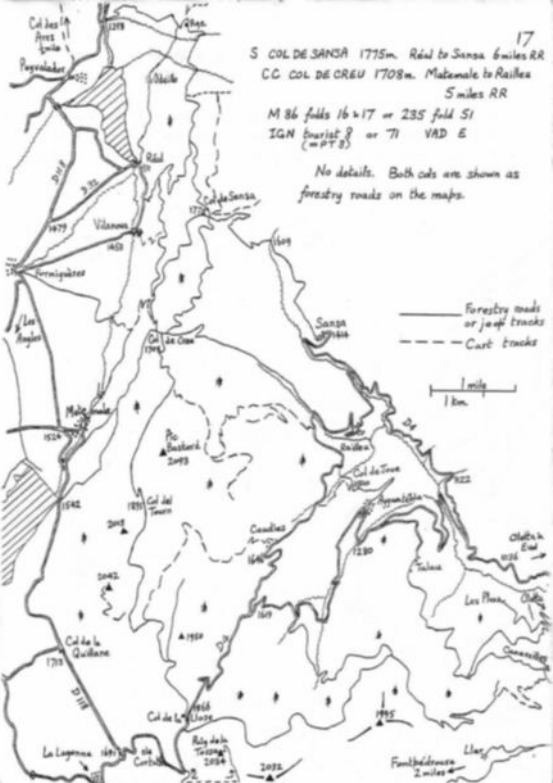
The path on the French side is not obvious from the road when going the other way; it begins by following a stream before the end of the road. Allow 2 hours from end of road to Col, 3 hours down to start of rough road on French side (7 or 8 hours altogether between termes. — less if travelling light.)

Details: Simon Preston, Aug. 1982.



RB COLLADE DES ROQUES BLANQUES 2252m. Sahorre to La Preste. 15 miles R.R.
M86 fold 17 or 235 folds 55+56 IGN Pyrenees tourist No.10, or 72 VAD E

Metalled road from Sahorre to Mantet, then an easy rideable track for about 5 miles, before it becomes steeper and rougher on the final 4-mile climb to the col, with its beautiful white marble rocks. From the col an equally steep descent eventually becomes metalled down to La Preste and Prats de Mada. Alternatively one can take an easily rideable cart track N.E. wards which contours the NW side of the hilltops. Just Colada Verda (2282m) and Collada del Vent (2229m), over Pla Guillen 2300m., and down just Collada de la Roguette (2083m.) to begin the long steep descent to Col de Jui (825m) from where a narrow metalled road descends to Castail and Villefranche. See Cycloclimbing No 51 p. 2. and Guide Cyclo Malesher 1 & 42. Much frost below about 1800m. ~ 6 to 7 hrs.



17
S COL DE SANSA 1775m. R  d to Sansa 6 miles RR
CC COL DE CREU 1708m. Matemale to Raillex
5 miles RR
M86 folds 16 & 17 or 235 fold 51
IGN tourist 8 or 71 VAD E
(=PT8)

No details. Both cols are shown as forestry roads on the maps.

No details. On the maps a jeep track is shown following the French side of the frontier, eastwards from the col for about 5 miles along the hillsides, whilst another track follows the Spanish side of the frontier N.W. from the Col de Mayans nearby.



A small road zig-zags at the Cortals valley. East of Encamp (Andorra), to Cortals d'Encamp. Soon after the road ends, a path crosses to the N side of the stream; easy wheeling, with a couple of steeper grassy slopes, followed by a steep pull up more grassy slopes with little sign of a path to the col. From the top a rough track could be seen above the valley path (or road?), which was presumably the one shown on Michelin or IGN 71. From the col, a short grassy descent brings one to an extremely rough and rocky access road for some ski lifts, which is frozen down. As a diversion, there is a good walk up to the lakes in the Circ dels Bassos.

Details: P. Hinton, early August 1989.

DE COLL DE LA DEVESA Encamp to N2 at Bordes d'Envalira 2435m
Same maps. No details: a path is shown on IGN 71 and PT8,
but not on PT7; in fact there are very many differences in the part
of Andorra that is shown on both maps. (PT = 1:50,000 Pyrenees tourist)

