

BEST OF THE ALPS



The six regional guides to the Alps include many hard routes, as well as sketch maps for nearly all the routes. So it was felt that descriptions without sketch maps for some of the easier and more rewarding of these in a separate guide might prove useful. Routes are included in a rough progression along the Alps, north through France, east through Switzerland and Austria, ending with the Italian Dolomites. Code letters indicate their approximate location on the key maps (pp. 2 & 3); these are the same as those used in the regional guides.

All these routes can be found on Michelin (M) 1:200,000 Nos 74, 77 & 81 or 243 & 244 for France; Nos. 216 to 219 for Switzerland or on Mair 1:200,000 Nos 7, 8 & Südtirol for Austria and the Dolomites. 1:100,000 or 1:50,000 maps are also available for all these areas from the Map Shop, 15 High St., Upton on Severn, Wores, WR 8 OHJ or Edward Stanford Ltd. 12-14 Longacre, London, WC 2E 9LH. F & B (Freytag & Berndt) maps are recommended for the E. Alps.

High routes in the Alps tend to be shorter, steeper, and often of better surface than the longer Scottish routes. Snow can be a problem in the Alps; in an average summer, routes up to 2,000m. should be possible by early June and up to 2,400m. by early July. Choose fine weather for the higher routes; thunderstorms are more frequent than in Britain, and can be severe.

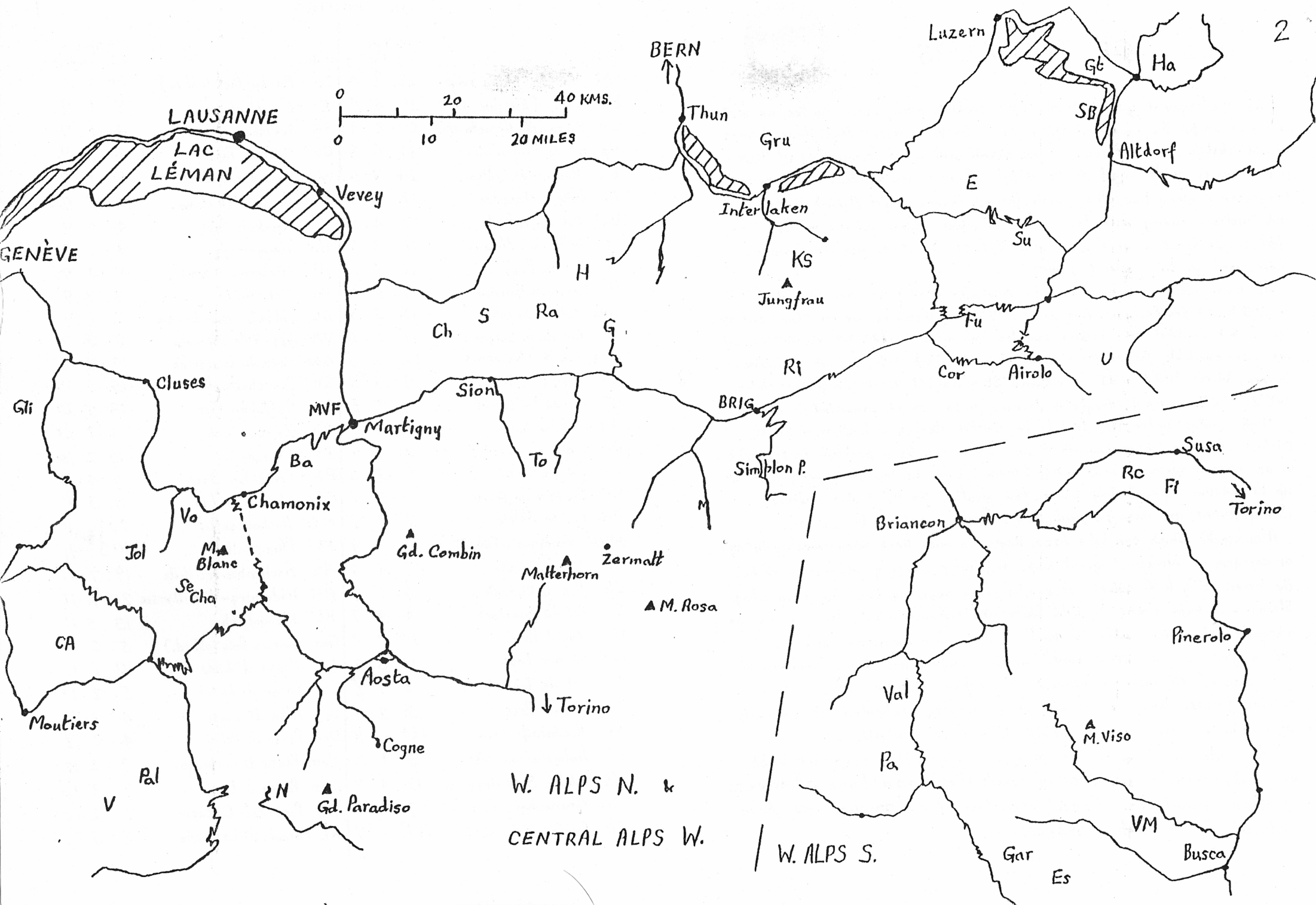
A rucksack, which can take heavy items on one's back when wheeling, lifting or carrying, is always a great help, and very strongly advised on all but the lower, fairly level routes. It can be slung over the saddlebag when riding. Strong well soled shoes or light boots are recommended; trainers may be adequate for easier routes in good weather. For extensive snow, boots and goggles are a virtual 'must'. Instep crampons have been found useful.

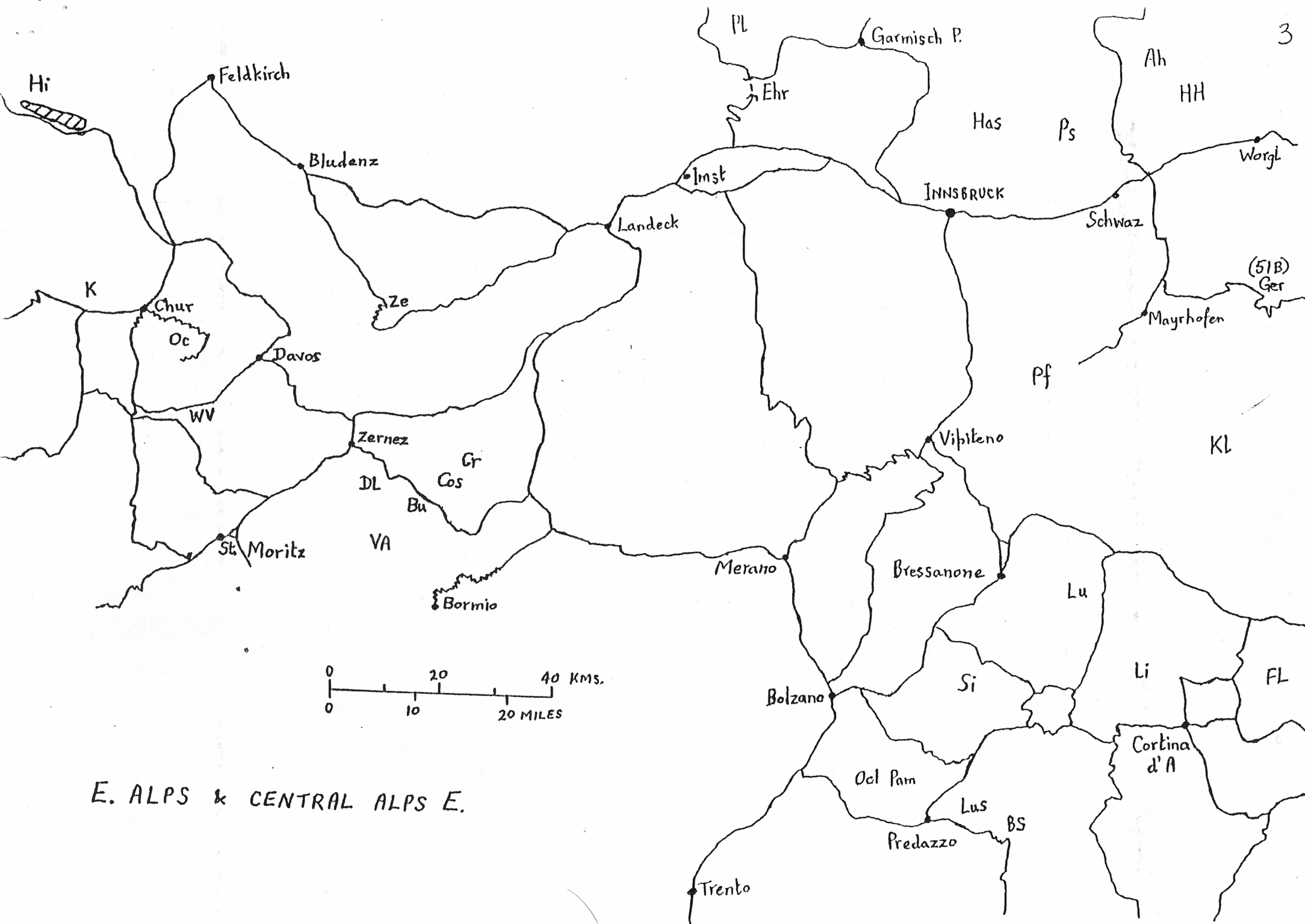
In case of difficulty or accident, the alpine distress signal is six regular flashes, shouts, waves, etc. in a minute, repeated at intervals of a minute. Use a torch, bright clothing or a whistle, etc.

An index to the routes is given opposite, together with very approximate mileages of rough stuff and time allowances in good conditions. Recent metalling of approaches may have reduced some rough mileages.

THE ROUTES

Code	Mls.	Time	R.S.	Hrs.	Page	Code	Mls.	Time	R.S.	Hrs.	Page
VM Varaita-Maira ridge	22	9	4			Fu Furka Pass (old rd.)	6+	2	9		
Es Colle d'Esischie etc.	11	4	4			E Engstlenlager	5	1	9		
Gar Passo della Gardetta etc.	20	8	4			SB Seelisberg-Bauen	4	1	9		
Pa Col de Parpaillon	14	6	5			Gt Gatterli Pass	5	2	9		
RC Route des Crêtes	24	9	5			WV Wiesener Viaduct	5	1	9		
Fi Colle d'Finestre	11	3	5			U Passo dell'Uomo	14	5	9		
Val Col de Valbelle	10	4	5			K Kunkels Pass	9	2	9		
N Colle del Nivolet	6	3	5			Ha Haggenegg	3	1	9		
Pal Col du Palet	11	6	5			Hi Hinterhozi Pass	9	4	9		
V Col de la Vanoise	9	6	5			Oc Ochsenalp	7	3	9		
Sou Col du Souchet	12	5	5			DL Punt la Drossa-Livigno	3	1	9		
Se Col de la Seigne	11	6	6			VA Passo Valle Alpisella	8	3	9		
Cha Col di Chavannes	12	7	6			Cos Pass da Costainas	14	6	10		
CA Cormet d'Arêches	9	3	6			Cr Cruschetta Pass	15	6	10		
GF Grand Col Ferret	8	5	6			Bu Buffalora Pass	13	5	10		
Jol Col du Joly	5	1	6			Ze Zeinis Joch	3	2	10		
Gli Col des Glières	2	1	6			PL Plansee	10	2	10		
Vo Col de Voza	6	2	6			Pf Pfitscher Joch	9	4	11		
FF Fenêtre de Ferret	7	5	7			Ehr Ehrwalder Alm	11	3	11		
Ba Col de Balme	7	3	7			Has Hochalmsattel	20		11		
MVF Vernayaz-Finhaut	4	3	7			Ps Plumsattel	10		8+ 11		
J Col de Jaman	3	1	7			Ah Aachenbrenner Hütte	19	7	11		
Ch Pas de Cheville	6	5	7			HH Hinterberg-Hinterthiersee	20	6	11		
S Col du Sanetsch	4	4	7			KL Klammljoch	13	5	11		
Ra Rawil Pass	10	7	8			Ger Gerlos Pass (old rd.)	5	2	11		
G Gemmi Pass	10	6	8			Li Passo di Limo	10	6	12		
To Col de Torrent	8	7	8			Lu Passo di Luson	5	2	12		
Cor Corno Pass	5	2	8			Si Alpe di Siusi	4	1	12		
Ri Riederalp area	12+	-	8			Ocl Passo di Oclini	4	2	12		
H Hahnenmoos Pass	2	1	8			Pam Passo di Pampeago	7	2	12		
KS Kleine Scheidegg	12	4	9			Lus Passo di Lusia	9	3	12		
Gru Grunenberg Pass	7	2	9			BS Passo della Costazza	7	2	12		
Su Susten Pass (old rd.)	(17)	-	9			FL Forcola di Lavaredo	8	5	12		





E. ALPS & CENTRAL ALPS E.

VM VARAITA-MAIRA RIDGE ROAD near Busca to Colle Bicocca, rough roads throughout

W end on M245 fold 11 or M77 fold 20, bottom VAD E ****

This follows the ridge between the valleys of the Varaita and the Maira. It crosses the Colle Sampeyre road and continues for another 4 miles to end at the Colle Bicocca, 2285m. On the way it takes in six passes: Colle di Valmala 1541m, Colle di Ciabra 1723m, Colle Birrone 1700m, unnamed (about 2050m), Colle Rastcias 2176m and Colle Sampeyre 2284m.

There are three ways of starting the route: from the Valle Varaita through Valmala, from Rossana through Lemna and from the Rossana-Busca road. All three meet before the Colle di Valmala. The last of the three involves the greatest length of unsurfaced road, and is the one described here.

On the road leading S from Rossana, turn right after about 1½ miles, just before the top of a hill (signpost Ristorante Baita di Cros). The tarmac road lasts, climbing, for about 2½ miles; then an unsurfaced road continues uphill for 3-4 miles before joining the other two roads mentioned above. The one through Valmala is tarmac and is joined at a bend; turn left and follow it uphill for about a mile to the Colle di Valmala, where the tarmac ends. There is no more tarmac on the route.

From the Rossana-Busca road to the Colle Sampeyre is about 25 miles, of which 3½ are tarmac and perhaps 6-7 rideable (rideability partly depends on oneself and one's bike, of course). From the Colle Sampeyre to the Colle Bicocca is 3.9 miles and is mostly rideable.

As on other ridge roads, e.g. Sestriere, La Brigue to Col de Tende, care must be taken to have enough water. On a hot day at least three pint bottles are needed. There is no water between the Birrons and 2 miles W of the Sampeyre.

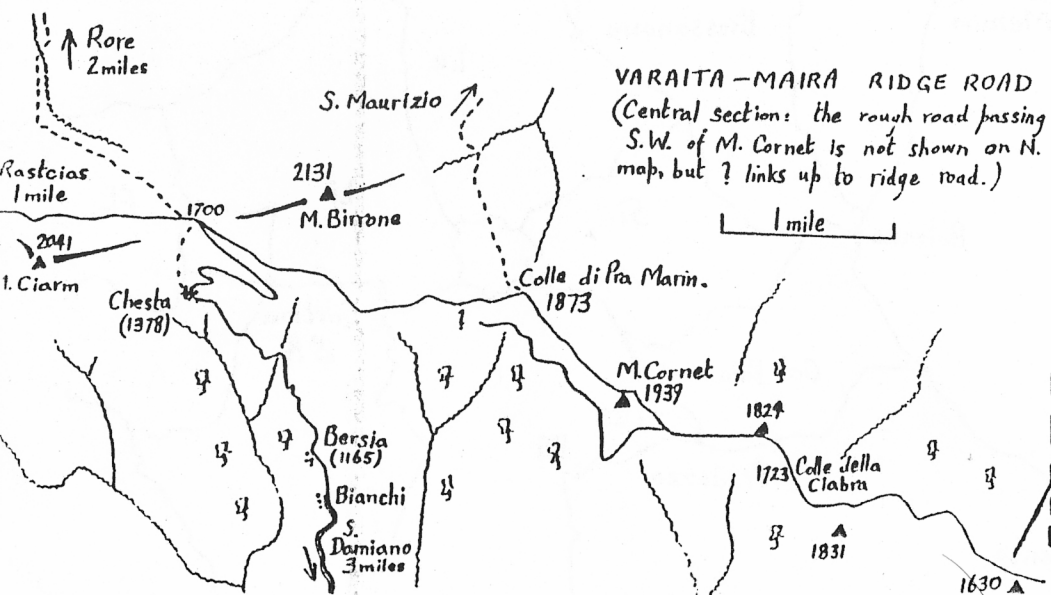
There are extensive views, now on one side of the ridge, now on the other. From between the Colle di Valmala and the Colle di Ciabra the Matterhorn and Monte Rosa can be seen. The latter is 110 miles away.

At the Colle Bicocca is a memorial erected by the Alpini who built the road; the 'A. XVIII' on it means the 18th year of the Mussolini era, i.e. 1940.

The Colle Sampeyre road is now (since 1988) fully surfaced on both sides, and provides two easy alternative ways of ending the ride.

Times: from the Rossana-Busca road to the Colle Sampeyre, 9 hours; on to the Colle Bicocca, ½ hour.

Details: F. Wright 18.7.88.



EM COLLE D'ESISCHIE 2370m and COLLE DEI MORTI 2480m Ponte Marmora to Chiavari, rough road (Esischie not named on Michelin)

M245 fold 11 or M81 folds 9 & 10, top VAD E ** M81 folds 9 & 10

From Ponte Marmora in the Valle Maira take a tarmac road which climbs to the S up a side valley, through the village of Vernetti. The last settlement is Tolosano, after which the tarmac lasts for 3 miles. Then unsurfaced (views of Monte Viso) up to the Colle d'Esischie. Here you can turn right to cover the road which links this col, via the Colle dei Morti, with the Colle Valcavera. Otherwise, go straight on down an unsurfaced, partly rideable, road for 2.2 miles till you come to tarmac at about 2000m. The first village on this side is Chiappi; below that, after a deep gorge lasting several miles, you come to Pradleves.

Times: from end of tarmac above Tolosano to Colle d'Esischie, 1½ hours; from there to Colle Valcavera, 1 hour; from Colle d'Esischie to beginning of tarmac, ½ hour.

Details: F. Wright 19.7.88.

Gar COLLE VALCAVERA 2416m COLLE DEL MULO 2527m PASSO DELLA GARDETTA 2437m San Giacomo to Pratorotondo, 3 miles r/s + rough roads

M245 fold 11 or M81 folds 9 & 10, top VAD E ***

These passes lie on the same network of old military roads which includes the Colli d'Esischie and dei Morti. The Colle Valcavera can be reached over the Colle dei Morti, or by a road which runs up the Vallone dell'Arma, a side-valley of the Valle Stura, and continues W of the Colle Valcavera, high in the hills, as far as the Passo della Gardetta. From here a footpath leads down into a side-valley of the Valle Maira.

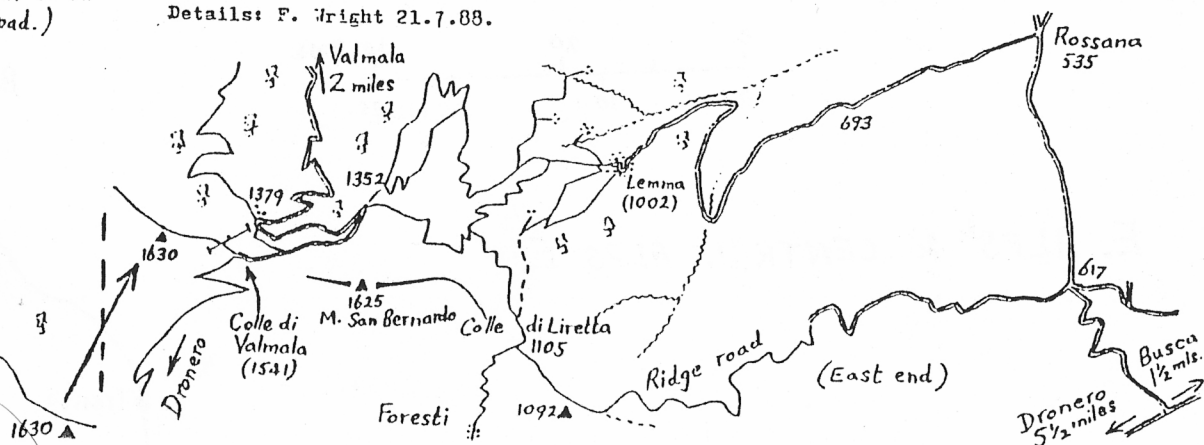
This area is rich in wild flowers, including edelweiss and at least one species of orchid, and wild bees. (There are also domesticated bees, some of which, at about 1500m, attacked one of our members in 1988.) The road runs mostly above the tree-line, and the grassy slopes rise to screes and rocky ridges. Several water bottles should be carried.

The road up the Vallone dell'Arma is surfaced up to about 3 miles above San Giacomo, and rideable occasionally after that. About a mile beyond the Colle Valcavera a road branches off to the right, which leads to the Colle del Mulo (the N side of the Colle del Mulo has been partly overrun by a landslide).

Between the Valcavera and Gardetta passes, a distance of nearly 9 miles, the road is fairly level. The Stura-Maira watershed is crossed at the Colle Cologna, 2394m. The footpath from the Passo della Gardetta has some steep and stony stretches, but is not too difficult.

Times: from end of tarmac above San Giacomo to Colle Valcavera, 4 hours; on to Passo della Gardetta, 3 hours (plus ½ hour if you go up to the Colle del Mulo and back); down to tarmac road, 1 hour 20 min.

Details: F. Wright 21.7.88.



Pa COL DE PARPAILLON 2643m La Condamine to Crévoux

M245 folds 9 & 10

M81 fold 8 top

A tarmac road, in poor state of repair, pretty steep, zig-zags up the hillside high above the stream, to a cluster of new chalets just before Chapelle de Sainte Anne. Here the surface deteriorated a lot, but was still just rideable. The road goes along the S side of the valley, through a forest. After the forest the track is very rough, but possibly rideable. Height 2643m inscribed on tunnel entrance.

The tunnel is furnished at each end with a large metal door. These doors are only open during the summer season, approx. 1 July - 15 October. If you find the doors shut, there is a path over the top, and even if the tunnel is open the 20-minute walk up to the top can be recommended for the fine view.

A few shallow puddles in the tunnel, which is 500 yards long and straight.

Track rideable downhill on the N side, slowly! After 1½ hours downhill tarmac is reached.

Details: F. Wright 29.7.85.

RC Route des Crêtes (Sestriere ridge road) Sestriere to Colle delle Finestre road M244 folds 43, 32 & 33 or M77 fold 9 A rough road throughout, well described on page C14 of the road guide (Central French Alps). Going from W to E, the rough road divides at the Colle dell'Assietta; right for the Finestre road, whereas the left fork (according to the 1:50,000 map) goes due E up to a fort (2600m +). From this fort, a cart track descends to Alpe d'Arguel (not marked on 1:100,000 or Michelin) - see sketch map. Another road only shown on the 1:50,000 descends direct to Chiomonte from a point E of Frais. E ****

F1 Colle delle Finestre 2176m Susa to Fenestrelle M244 fold 33 or M77 fold 9 A road throughout, metalled below about 1500m. Well described on page C13 of the road guide. E **

Val Col de Valbelle 2381m Guillestre to Embrun M245 fold 9 or M77 fold 18 A road throughout, metalled below about 1800m and mostly rideable above this. The Col de la Coche (1791m) is met on the way down; from this col a metalled road starts down in a NE-ly direction, and a rough road goes down to the W. E **

N COLLE DEL NIVOLET 2612m Valsavaranche to Ceresole, 5 miles r/s

M244 fold 22 M74 fold 20.

A road link was proposed over this pass, but the northern section from Pont Savaranche to the top has not been completed, and according to a 1986 report the plan has been shelved in order to preserve the character of the Gran Paradiso national park. At Pont, cross the torrent coming down from the right (W), and then climb by a well marked path in the direction of the rocky escarpments. Easy at first, then a steep zig-zag path as far as Croce della Roley (a cross at the top of the steep bit). Turn SW-wards here, without crossing the river (an alternative path, not recommended, does cross the river and takes you up a steep slope onto the stretch of the road which has been completed), past some rocky knolls and up a big wide flat valley. Pass a group of chalets on the left, cross the main river soon afterwards, and continue past the Chalets de Nivolet, below the stretch of completed road, which one reaches either by following the track or by striking off to the right and climbing up the slope. From here the road is rideable, and soon becomes metalled to and over the col. Fine views of the hills around the Gran Paradiso on the way up; at the top the view is mostly to the S.

Allow 3 hours for the ascent.

Details: F. Wright 3.8.85, 6.7.86.

Pa COL DU PALET 2652m Tignes to Champagny, 9 miles r/s

M244 folds 21 & 32 M74 folds 18, 19 bottom.

This is a very fine route, more rewarding even than the alternative descent of this col to Nancroir. There is a metalled road to the Lac de Tignes (lake, not town), and around its NW side. Just beyond the lake, a rather faint and narrow path strikes up the steep hillside to the SW in a long sweep. An occasional carry may be necessary; snowdrifts may be encountered high up even in August. At the top, the path forks, left for Champagny. This left fork contours the slope for a short distance to a slight dip, then descends a long but fairly easy slope to Chalets de la Plagne, 2000 ft below the top. This slope is often steep. Care is required in ascending; at Chalets de la Plagne take the path to the left, towards a wayside cross higher up, and to the left of which the path goes. Above the cross the path again forks, left for Col de la Grasse, but the Palet path is the lower or right-hand one. The descent from Chalets de la Plagne is now a rideable jeep road with ten hairpins before Laisonnay. Thence, a metalled road continues down the valley to Champagny.

Time: 5 or 6 hours from Tignes to Laisonnay, an hour longer in reverse. Wheeling nearly all the way.

Details: E. D. Clements and R. Sauvaget 1958. Crossed by tandems 1961, R. Harrison and G. Swift, with camping gear, which necessitated a double carry from Lac de Tignes to the top.

V COL DE LA VANOISE 2515m Pralognan to Termignon, 3 miles r/s

M244 fold 32, top M74 fold 18 bottom.

A much easier crossing than it used to be 25 years ago. Pralognan shops closed afternoons. A rough narrow jeep track has been made all the way to the Refuge Félix Faure on the summit. The refuge has been much extended, open to all, with a garden in summer, and meals available.

A metalled road goes from Pralognan to Fontanette. Above there an extended chair lift is being constructed, and a broad strip of trees has been cut. The route follows below now, very steep in places, but eases off just before the path crosses the river into the National Park. Good campsite just outside Park boundary (camping forbidden in it). The next stretch past Chalets de la Glière is unspoilt, but becomes steeper again to the Lac des Vaches, which is crossed on a causeway before the path zig-zags up a scree slope to reach the grassy meadows which lead to the Refuge.

Parts of the next two miles are rideable before reaching the steep rocky drop down to Pont de Croë-Vie, then an easier path to Entre Deux Eaux. Metalled road thence to Termignon.

Allow 4 hours from Pralognan to the col, 2 from the col to Termignon.

Details: G. Newey 1982.

Sou COL DU SOUCHET 2365m Besse to La Grave M77 folds 6, 7 or M244 fold 30 bottom

Rough road almost to the top of West side. Just past the top, a path turns off S.S.W. to a lake perched on the edge of the Romanche valley, with a marvellous view of La Meije etc., well worth the extra walk. From the col, an easy path goes down to La Grave.

Se COL DE LA SEIGNE 2516m Les Chapieux to Courmayeur, 6 miles r/s
M244 fold 21 M74 fold 18 top

Good tarmac road from Les Chapieux to Refuge de Selege (2½ miles up), where bunk beds are available. Then rough track for ¼ mile to Ville des Glaciers. Here you can carry on up the track to Les Mottets; a path on SE side of stream saves a bit of up and down, but it's rather rough. The zig-zags up the hillside above Les Mottets are the hardest part of this easy climb; this section is rutted and rocky. Easier higher up, with fine views of the Mont Blanc range as one approaches the col, which is marked by a large cairn. The descent on the E side is easier, with a tricky stretch above and below a derelict building (useful in emergency). Stony zig-zagging track from Alpe Inférieure de la Lex Blanche (small barracks) to the highest point reached by cars, 2½ miles from the col. Another 2 miles of stony, just rideable track to Alpe Inférieure de l'Arp Vieille, then tarmac to Courmayeur. A very easy 2500m r/s pass. Allow 6½ hours altogether.

Details: F. Wright 2.8.35.

Cha COL DI CHAVANNES c. 2600m La Thuile to the Col de la Seigne path, 4 miles r/s + rough road

M244 fold 21 M74 folds 19, 12 top

From Pont Serrand, above La Thuile, a jeep road, probably military, goes up first in steep zig-zags, then contours the NE side of the valley. (If approaching from the top of the Little St Bernard, it is not necessary to descend as far as Pont Serrand; a small path winds round a grassy hillock near one of the zig-zags on the main road, down to a bridge over the river. A steep pull up the grass slope opposite lands one on the jeep road above the zig-zags.) Further up, this jeep road is cut by two landslides, easily passed with a bicycle, at the 2000m mark. After a further zig-zag at 2200m, the road continues as a path, boulder-strewn in a few places, but generally easy, to the col, which has been prominent in front for some time. There is an old fort, often containing snow, but shelter in emergency, at the top of the pass.

There are two paths from the col. One strikes left down the scree slope, soon to pass by a steep hidden névé (inadvisable with bike). The other strikes down to the right, a fair path across the scree slope, but requiring care. The path is quite steep, and it is necessary to double-carry bike and baggage down the first part of this path for about 500 ft vertical interval. The path gets onto a grassy moraine descending slightly, towards the Col de la Seigne, before zig-zagging down a second steep slope, grassy this time, and much easier than the scree. The river from the Col de la Seigne is easily forded in good weather at about the 2200m contour, to join the track to that pass on the N bank. Magnificent views of the Mont Blanc range during the descent, and of the Gran Paradiso during the ascent. Altogether a very rewarding crossing.

Times: La Thuile to top, 4½-5 hours; descent to Col de la Seigne path, 1½-2 hours.

Details: E. D. Clements & R. Sauvaget 1958.

CA CORMET D'ARECHES 2109m. Arêches to Aime M74 fold 18 or M244 fold 20

A rough road throughout above about 1700m.

GF GRAND COL FERRET 2537m Ferret to Entrèves (Courmayeur), 6 miles r/s
M219, folds 1 & 2, or M244, fold 11 VAD N ****

This very fine route connecting the Swiss and Italian Vals Ferret is part of the 'Tour du Mont Blanc', and a justly popular rough-stuff route. The metalled road up the Swiss Val Ferret ends a kilometre beyond Ferret. Two tracks continue: straight on up the main valley leads to the Penêt de Ferret (q.v.); right, over the bridge over La Drance stream, the other track zigzags up to La Paula, a summer steading for cattle, which used to be the Swiss customs post. This is the Col Ferret route. Above La Paula the hillside has been worn by the cattle into many parallel ruts contouring the grassy hillside. This hard going lasts for perhaps half a mile, to become easier as the gradient eases and the ruts lessen. The grassy hillside continues all the way to the top, with occasional red, white and black waymarks. A magnificent view of the Mont Blanc range has opened up, and the half-mile extra walk to the Tête de Ferret, 2713m, improves it still further. Two miles away to the NNW is Mont Dolent, where France, Italy and Switzerland all meet, while to the west the many great peaks line up, culminating in Mont Blanc itself.

The descent from the col is rather steeper, about 1 in 3, but should not present any difficulty. After dropping about 1500 ft, one comes to another summer steading, Pré de Bar, which used to be the Italian customs post. From here a rough jeep road, partly rideable, descends steeply to the floor of the Italian Val Ferret, through which runs a metalled road to Entrèves, etc.

Snow should not present much of a problem on this route; the steep descent to Pré de Bar faces south-west, and snow does not linger here.

Allow about 5 hours for the crossing: 3 up, 2 down, either way. No carrying necessary.

Details: F. Wright 24.8.85, E. D. Clements 1955, etc.

Jol COL DU JOLY 1989m. Hauteluce to Les Contamines M74 fold 18 top or M244 fold 20 2 miles R.S. + rough roads.

A very easy route, now that there is a metalled road from Hauteluce to the top. A rough road heads East from the col to the upper end of a télécabine from Le Baptieu. A good path follows this down, switching to the E. side of it at about 1700m, to pick up another rough road from near the interchange station, which goes on down to Le Baptieu.

Gli COL DES GLIÈRES 1440m. Thorens-Glières to Le Petit Bornand M74 fold 7 or M244 fold 8 bottom

According to the maps, two miles of almost level rough road/path at the top of the East side connect metalled roads.

Vo COL DE VOZA 1653m. Les Houches to Bionnassay M74 fold 8 or M244 fold 21 top

Only faint grass paths on North side in 1957, but presumably well defined now, as both G.R.5 and the T.M.B. go this way.

FF FENÊTRE DE FERRET 2697m Ferret to Gd St Bernard road, 6 miles r/s
M219 fold 2, or M244 fold 11 VAD M ***

The metalled road ends a little beyond Ferret; keep straight on up the main valley for a long mile. At the second standing on the left, Plan de la Chaux, the path zigzags steeply up the hillside in an ESE direction, across innumerable contouring cowpaths, which make for hard going, especially at first. This rather rough and stony 1500 ft climb brings one to the first of the three Lacs de Fenêtre. Pass the west edge of this, easier going now, then between the other two and up the final pull to the col. Still fairly easy going down to the Grand St Bernard road, which is met one mile west of its top.

If going from this Italian side, look for red marks and arrows on rocks near a farmhouse by the main road. Coming up the road, a conspicuous overhanging rock tower (Tour des Fous) comes into view; the path goes just to the right of a smaller rock tower just beyond this, not up the scree slope between them. Keep to the right of a stream, and ignore a better path which goes off due west past the rock tower. Keep going NW for the col.

Despite the high altitude, snow should not present too much of a problem from July onwards. The upper approaches are not as steep as those of many other cols, and the steep section above Plan de la Chaux faces SW, thereby losing its snow relatively quickly. There are very fine views of the Mont Blanc range during the ascent of the Swiss side.

Allow about 5 hours from Ferret to the Grand St Bernard road; 4 hours should be ample if the col is taken in the other direction. Little or no carrying necessary, but rideable only between Ferret and Plan de la Chaux.

Details: E.D. Clements 1969.

Ba. COL DE BALME 2205m. Trient to Argentière M74 fold 9
or M244 fold 10 or M219 fold 1

Very steep both sides, but path very easy to follow. Fine views of the Mont Blanc range from the top.

MVF MARTIGNY OR VERNAYAZ TO FINHAUT M74 fold 9 or M217 fold 14

A good quiet alternative to the Col de la Forclaz. Road from Martigny to Salvan, or path from Vernayaz (starting ½ km. N. of bridge over Trient R.) Report needed on latter, as in 1957 a series of new bridges on this path had recently been rebuilt after a flash flood. From Salvan, road to Le Tretien then rough road to Finhaut.

J COL DE JAMAN 1512m. Montreux to Montbovon M217 fold 14

Steep road on W. side, but metalled to the top. The Dent de Jaman is worth climbing (by a steep zig-zag path up the north ridge). Fine viewpoint. Gravel path, with some mud, down East side of col, soon joining a tarmac road down the Hongrin valley about ¾ mile after passing the railway.

Ch PAS DE CHEVILLE 2038m Erde to Gryon and Bex, 6 miles r/s
M217 fold 15 or M243, SE corner VAD D **

A fine, varied pass, hard going on the east side, very easy on the west. There is a marvellous cliff-hanger of a road from Erde to Derborence, with a couple of tunnels. At Godey, 1½ miles before Derborence, there is a small shop; also a restaurant by the lake at Derborence, a lake created by a huge rock avalanche from Les Diablerets. Right by the restaurant, a sign points up a steep narrow path towards farm buildings. This is quite a struggle, as is also the next stretch through the woods to Les Penés. There follows half a mile of much easier going along the south bank of a stream to some shepherds' huts at the foot of a cirque of steep slopes.

The way here is north across the stream and up a steep grassy slope, indicated by a large arrow (in 1957), not westwards up the obvious path in front. This tough slope leads to a cleft in the cliff which is a bit tricky, and a few short carries are needed; maybe it is easier in descent. Try to cross in dry weather, and avoid if there is snow about. Above the cleft, the going becomes easier as one approaches the col, which is right underneath the huge southern cliffs of Les Diablerets.

The descent of the west side is extremely easy. A gravel track descends gradually to Anzeindaz (restaurant). From there to Solalex (restaurant) is by a steep and loose jeep road, used by a six-wheel-drive taxi; thence to Barbolesaz is by gravel road. At Barbolesaz one joins the metalled road down to Gryon and Bex.

Allow at least 3 hours from Derborence to the col; 2 hours down to Gryon; in reverse 3 hours up from Gryon, 2 down to Derborence.

Details: M. Haxell 1985, G. Newey 1982, E. D. Clements 1957.

S COL DU SANETSCH 2243m Gsteig to Sion or Conthey

M217 fold 15; M243 SE corner VAD M ***

This is a very fine route, best taken from N to S. From the centre of Gsteig, a narrow metalled road leaves the main road at a signpost, and goes SE for a mile, to become a jeepable track up through the woods. An hour's climb brings one to a sign 'Sanetschstrasse 1½ hrs, Sanetschpass 3 hrs'. Nearby, a short path leads west to the Sanetschfall, worth the short diversion. The main path crosses the stream a second time, and the surface deteriorates a lot, with many loose stones; higher up one appears to be climbing into a ring of cliffs, from which there is no exit. Follow the yellow paint marks, though the track is unmistakable anyway. A stream comes down the cliffs at one point, necessitating a short carry where it crosses the path. Soon after this one meets an unsurfaced road, which leads in a few hundred yards to the dam, at 2034m. (No difficulty at the ring of cliffs; the path is always wide.)

From the other end of the dam a good tarmac road leads to the top of the pass, and a magnificent panorama of the peaks of the Valais on a fine day. All the highest peaks of Switzerland, except those of the Oberland, are visible. A little way down the south side is an extensive limestone pavement, a must for botanists, etc. If one follows the road down, there is a very dark tunnel at one point on the south side, followed by another shorter one. According to the Michelin map these can be by-passed by taking the original path past Tsanfleuron and Olarey. This was in good condition in 1963, before the construction of the road, but may now have fallen into disrepair (?), as it is very steep. If making for the Pas de Cheville, it should still be possible (?) to follow the old cart road to Daillon, Erde, etc. without descending to the Pont du Diable and the Rhone valley. This would save a 1,000 ft climb.

Details: F. Wright 23.8.85, E. D. Clements 1957 & 1963.

Ra RAWIL PASS 2429m Iffigen to Ayent, 8 miles r/s

M217. fold 16, M243 SE edge VAD D ****

There is a narrow road up from Lenk to Iffigen, partly metalled. At Iffigen (hotel), a signpost points the way, not up the main valley, but due south up a fairly wide boulder-strewn path through the pines. The general angle of the hillside is hardly less steep than that of the S side of the Gemmi, but there is less bare rock, and more trees and grass, than on the Gemmi.

The cliff section is about 800 ft high, but the path is narrower and rougher than that on the Gemmi cliff. At one point one passes close to a waterfall, then under dripping rocks; the temptation to run should be resisted. At the top of the cliff stands the Blatti hut (2018m), after which the gradient eases slightly, but the climb to the Rawilsee (2349m) is still rough and very steep for a considerable distance. Soon after passing the lake, the top is reached. Views are disappointing, as a nearby ridge cuts off any distant views of the Valais peaks.

For about two miles the path descends very gradually, but the surface is boulder-strewn, a succession of dried-up river beds. Then quite suddenly the path begins to descend in earnest, and after about $\frac{1}{2}$ mile passes through a small steep tunnel (note, when ascending, to turn left on emerging, as the right-hand fork leads only to a farm). The descent continues down a sort of cliff, a very steep but quite good zigzag track, with a surface of loose stones; by now one gets the fine views of the Valais peaks across the Rhone valley. There is another farm at the bottom, where a reservoir has been built. A good track along the west side takes one to the Tseuzier dam, from which a metalled road with three tunnels descends to Ayent and eventually the Rhone valley.

Avoid the route if there is any likelihood of snow about. Allow 6 or 7 hours either way between Iffigen and the Tseuzier dam.

Details: F. Wright 29.7.86, Stephens 1977.

G GEMMI PASS 2316m Leukerbad to Kandersteg, 5 miles r/s

M217 folds 16, 17 VAD M ****

The Gemmi is probably the most spectacular of all Swiss passes, justly popular. At Leukerbad the road ends, and a good path heads straight for an almost vertical cliff, 2000 ft high. The path ascends this cliff, and is a remarkable piece of mule-track engineering. There are numerous zig-zags, and often the path is out of the cliff itself. It is rather like a spiral staircase; sometimes one bit of path almost overhangs the path below. Wheeling is possible throughout, but obviously one needs a good head for heights! More recently some parts, especially higher up, have been concreted. The gradient is mostly 1 in 3 or 1 in 4. The path is reasonably safe, and there are occasional bits of wooden handrail in the more dangerous spots, useless however for preventing a slip. For this reason do not attempt the route if there is any likelihood of snow about, and preferably not even when the path is likely to be wet. During the climb, the marvellous panorama of the Valais peaks steadily widens. There is a large hotel at the top, and usually many tourists, as a cable car also ascends the cliff from Leukerbad.

A good wide path, nearly always rideable, and of easy gradients, leads from the top, past the shallow Daubensee, for about 6 miles, till a fantastic view opens up to the east. 1500 ft below is the Gasterntal, with a grand array of peaks at its head. Here also is the top of a cable car coming up from Eggen, above Kandersteg. Here the path immediately begins a headlong 2000 ft descent with many zigzags. The surface is very good, so some of this descent can be ridden, with extreme caution! It is mostly 1 in 4. Allow 5-6 hours for the route, either way.

Details: E. D. Clements 1958, G. Neveu 1966 & 1980, etc.

To COL DE TORRENT 2918m Les Haudères to Grimentz, 8 miles r/s

M219 fold 3 VAD M ****

This is a splendid route, fairly easy despite the high altitude, commanding fine views throughout most of its length. However, snow may limit the possibility of crossing to between mid-July and late September in an average year. There is a metalled road as far as Villa, above Les Haudères. In Villa, turn right just over the bridge (signposted 'Col de Torrent'). There are two alternative mule-track throughout, stony at first, and keeping left at most forks, provided the left fork goes uphill, or track to Les Lachiores, then a path heading north to pick up the mule-track higher up. Follow the red and white striped markings on the rocks. The two ways join up at around 2370m, and higher up, at around 2500m, the path levels off and bends more round to the east, past a little lake; soon after this it steepens again for the final zig-zag climb. The path is adequate, if narrower than before, but still all wheelable. There is a cross on top, with very wide views. An equally easy path descends the east side (snow may be late to clear here, but the odd patch should not give any trouble) and is rideable for some distance past the Lac des Autannes. There is a large cowshed at about 2400m, then a jeep track down to the Moiry dam. Very fine southward vista from this track of the Valais peaks. In ascending, when you come to the cowshed you must leave the jeep track and strike uphill, where there seems to be a path. There is a metalled road from the Moiry dam down to Grimentz and beyond. Allow about 7 hours from Villa to the Moiry dam, 6 if going the other way.

Details: M. A. Stephens 1980, E. D. Clements 1963.

Cor CORNO PASS 2540m Airolo to Ulrichen, 4 miles r/s

M217 fold 19 VAD E **

Much of this pass has now been superseded by the new road over the Nufenen pass. However, the remaining upper section is very easy going, and a more scenic and quiet alternative to the road, much superior to the old Nufenen footpath even. Leave the new road by (or near to) the hairpin at Alp Cruna di Bedretto; there is a very good well defined path, steep in places, to the Corno hut. Above the hut the path is still excellent (rideable in descent) as far as the beginning of the summit lake. Take the right-hand (uphill) fork here; it is very stony over the top as far as two looked huts (1956), and there may still be snowdrifts here late in the season. A fine view of the Oberland peaks opens up as one starts to descend - keep these in front and the new reservoir on your left. Soon one meets the reservoir access road, which leads on to the main road. Allow about two hours for the rough section.

Details: E. D. Clements 1956, etc.

Ri RIEDERALP AREA (N.E. of Brig) M217 fold 18

There is a long, high-level, often rideable path from Riederalp to Bettmeralp and beyond: also narrower paths around the Riederhorn and through the Aletschwald. Fine views of the Pennine Alps and Aletsch glacier, the longest in Europe. The snag is that it is a 4,000 ft. climb out of the Rhone valley to get on to these paths.

H HAHNENMOOS PASS 1957m Lenk to Adelboden M217 fold 16

Very easy; Metalled road throughout except between Buhlberg and the top, which is rideable downhill anyway.

KS KLEINE SCHEIDEGG 2061m. Lauterbrunnen to Grindelwald
M217 Fold 8 bottom

A very good wide footpath or rough road throughout. Fine views.
but very popular with tourists, so cycles may not be allowed?

Gr GRUNENBERG PASS 1553m. Trüschübel to Habkern M217 fold 7

A narrow unsurfaced road through woods, mostly rideable when gradient's
L permit.

Su SUSTEN PASS (old road) Innertkirchen to Wassen M217 fold 9

Still usable in a number of places, particularly a long stretch on East side.
Surface rough, but sometimes rideable. 2259m. above tunnel (2224m.)

Fu FURKA PASS (Old road or path) 2431m. Gletsch to Realp
M217 fold 19

There is a path over the pass, boggy soon after leaving Gletsch, and
cut by several rock falls on East side.

E ENGSTLENLAGER 2010m. Engstlenalp to Melchtal M217 fold 9

Very good path to Melchsee Frutt, then very steep road down to Melchtal.

SB SEELISBERG TO BAUEN (W. side of Urner See - Lake Lucerne)
M217 fold 10 top.

Rough road to Wissy, which is 1,000' above Bauen. In 1956 the two
were connected by an interminable zig-zag stepped path. Update please!

Gt GATTERLI PASS 1190m. Lauerz to Gersau M217 fold 10 top.

Forest track to top; metalled down S. side from Rigi cablecar.

WV WIESENER VIADUCT Davos - Filisur (short cut) M218 fold 5

Leave road from Davos where it leaves the R. Landwasser to climb up
to Wiesen, and take the path signposted 'rly. sta.' forking L. off road, after
the long road tunnel - this can be avoided by the old road. The path
passes Wiesen station and immediately crosses the high viaduct and
continues through the woods to Filisur station. (Code LV on Central Alps)

U PASSO DELL'UOMO 2218m Airolo to Lukmanier Pass, 5 miles r/s
M218 fold 11 VAD M **

From Airolo, take the road to Altanca, and on up to Piora, at the west
end of the Lago di Ritom, a long steep climb. A gravel road runs along
the north shore of the lake, and on towards the east. Leave this gravel
road some way beyond the east end of the lake, by a path across the
grassland forking off to the left and keeping always to the north of the
main streams. The path continues to be very easy right to the top,
but the descent of the Val Termine is very rough and boulder-strewn,
necessitating some lifting and short carries. The old path to Santa
Maria is now below a new reservoir, the Lai da Sontga Maria, and the
Michelin map shows a new path round the south end of the reservoir to
the top of the Lukmanier Pass. Taken in reverse, the view of the Valle
Leventina from a tunnel near the W end of the Lago di Ritom is breath-
taking.

Details: E. D. Clements 1955, updated from map.

K KUNKELS PASS 1357m. Tamins to Valtis M218 fold 4

An easily rideable unsurfaced road West of Chur. The south side is
steep and spectacular, with tunnels.

Ha HAGGENEGG 1417m. Einsiedeln to Schwyz M216 fold 19

A very easy track, with a narrow metalled road for the descent.

Hi HINTERHOHI PASS 1416m. Nesslau to Amden (N. of Walensee)

M216 fold 20; another very easy route.

Oc OCHSENALP 2010m. Tschierschen to Arosa M218, folds 4, 5

An easy alternative to the valley road up to Arosa.

DL PUNT LA DROSSA TO LIVIGNO M218, folds 6 & 16

There used to be a good rideable path through the forest from Punt
la Drossa, which should by-pass the tunnel on the new road. Update please.

VA PASSO VALLE ALPISELLA 2285m. Livigno to San Giacomo
di Fraele. M218 fold 16

A rough but mostly rideable jeep track, with one or two bridges
washed away (1969). A fine high level rideable track also continues
S.W. from the lower reservoir dam to Arnoga on the Livigno-Bormio road.

Cos PASS DA COSTAINAS 2251m Santa Maria to S-charl & Scuol, 7½ miles r/s
M218 folds 7 & 17 VAD E *

This is a well used route of easy gradients, rideable for the most part, but it does not pass through very interesting scenery in its upper regions. Leave the Ofen Pass road just E of Puldera, opposite the Km 32 stone, and take a good unsurfaced zig-zag road to Lüsai and Lü, and continue straight on up a very well made wide path to Alp Champatsch. About 200 yards short of the buildings, at the last bend in the path, strike due N, and a much rougher path up the last steep pull to the pass will soon be found. It winds first N, then SE, then N again where it flattens out just before the top. This steep 400-ft climb is the only unrideable stretch of any length on the whole route, and the way hereabouts is marked by red and white stripes on rocks. The gradual descent to the Alp Astras-Dadaint is mostly rideable in this direction, a slightly stony mule path. (If going S, a finger-post at the Alp points in the general direction of the pass, but one should strike uphill for about 100 yards above the farm, to find the good mule path; it is indistinct near the farm.)

A. Campbell had trouble just after the top, going N (1983); the path vanished at a meadow and he went the wrong side of a marsh - the W side is right.

A good track, rather muddy in a few places at times, leads on down, being nearly always rideable; after crossing the main stream it becomes a narrow gravel road to S-charl. There are one or two Pension Restaurants here, and a fair road through the fine gorge to Scuol.

Allow 5-6 hours excluding stops; 20 miles, 18 rideable.

Details: E. D. Clements 1956.

Cr CRUSCHETTA PASS 2296m Scuol. to Tubre, 6 miles r/s
M218 fold 7 bottom VAD M **

This is a harder and more exciting route than its near neighbour (the Pass da Costainas), involving some lifting and carrying for about a mile near the summit, which is rewarded by some fine views of the Ortler massif during the descent into Italy. By omitting the section through the gorge from Scuol to S-charl, this route can be combined with the Pass da Costainas to give a grand roughstuff round from Santa Maria. A narrow unsurfaced road leads up the gorge from Scuol on the Inn valley road to S-charl, where there are one or two Pension Restaurants. Continuing up the main valley road for about two miles beyond S-charl, a finger-post will be seen pointing up a rather inferior cart track heading due E up a subsidiary valley. This track passes almost immediately through a short stretch of woodland, and continues to the Alp Plazer, about half a mile from the fork. Here all trace of a path vanishes; a bee-line is made up the valley and the path is regained at the end of the meadows. For a short while the path is quite fair, but soon becomes very boulder-strewn and reminiscent of the Lairig Chru in character and difficulty. The summit of the pass, or the Italian border, is marked by a little crucifix, erected in 1953.

The descent into Italy is steep and, for a short half mile, still rough and boulder-strewn, involving some carrying. Soon it emerges onto a high meadow. An improving path and track, steep but nearly always rideable, leads on down to Tubre.

Allow about 6 hours for 19 miles, about 16 rideable.

Details: E. D. Clements 1956.

Bu BUFFALORA PASS 2340m Buffalora Alp to Santa Maria, 13 miles r/s
M218 fold 17 VAD E **

A variation to the main Ofen Pass road, the middle section of this route is very remote, lying in effect between two separate passes. A fine series of peaks on the Italian border lie just S of the route. Most of it is rideable.

A cart track to Alp Buffalora leaves the Ofen road about 1½ miles W of the top of the pass. Just above the 'Alp' buildings, a well marked track winds steeply upwards through the pines, and after climbing about 400 ft levels off, passing a couple of cowsheds. Then, turning S, it continues to a house (probably a customs post). Much of this track is muddy and often unrideable. The fine peak in front is Piz Murtaröl, and a narrow path across grassland makes straight towards it. Soon after the top, the path steepens and worsens, till it crosses a stream. Here the path improves and becomes rideable down to Alp Mora, from where there is a good rideable cart track. This soon joins another coming up from the Fraele reservoir (be careful to fork right here if going W). The track climbs gradually again through this wild valley with stumpy pine trees, and 3½ miles beyond Alp Mora reaches a second col, Doss Radond.

A very steep and somewhat rougher descent of about 2800 ft takes the rider down to the main Ofen road between Valchava and Santa Maria. This is sometimes unrideable owing to the gradient, or to the stones strewn onto it by the river when in flood. There are one or two fine waterfalls on this section.

Allow 1½ hours from Alp Buffalora to summit; 3 hours thence to the Ofen road. 10 out of 13 miles rideable.

Details: E. D. Clements 1956.

Ze ZEINIS JOCH 1842m. Partenen to Galtür Mair 8 SE top

Leave the Silvretta pass road a mile above Partenen, left at the first hairpin, on a steep narrow metalled road. More steep zig-zags up the final pull to the Speicher Kops dam. Update needed please.

PL PLANSEE Heiterwang to Griesen. Mair 8 9B * 10B top

There is a good rideable path along the S.E. shore of the lake to Plansee. As this path starts to round the E. end of the lake, a path goes off to the East, crossing the river into Germany after 1½ miles and continues along its North bank to Griesen.

PF PFITSCHER JOCH (PASSO DI VIZZE) 2251m Ginzling to S. Giacomo (St Jakob); 3 miles r/s, 6 miles r/r

Mair 8, 150 and 14E, or Mair 7, 4E and 3F; M G8, H7; F & B 241 or 152 VAD NM/SE ***

See R.S.I. Vol.38, p.42

The metalled road from Mayrhofen through Ginzling continues to the end of the short SW arm of the Speicher Schlegeis reservoir (take lights; there are several tunnels). Leave the road where it doubles back around the lake, for a rough road along the SE bank of the river. This soon becomes an unrideable track of sizeable rocks roughly thrown together, up the Zamser Grund. By taking off pedals, and carrying heavy items on his back, F. Wright was able to push slowly with little carrying up the fairly reasonably graded slope. A few glaciers were visible from the top, where there is a hut/restaurant. An unsurfaced road descends to S. Giacomo in the Val di Vizze, from where a metalled road leads to Vipiteno (Sterzing). No customs problems now.

Times: 2.5 hours from reservoir to top, 1.5 hours down to St Jakob.

Details: M. Stephens, August 1984; F. Wright, 17.8.85; and others.

Ehr EHRWALDER ALM 1585m Ehrwald to Leutasch; 11 miles r/r (no sketch)

Mair 8, 10B, 11B; M E6, F6 bottom; F & B 322 or 352 VAD E ***

This is another road prohibited to cars, according to the F & B 1:300,000 map. A steep track climbs from Ehrwald to the Alm, 1502m, following near the cable car line, and reaches the col a mile further on. From the top, a mostly rideable but rather stony track descends to Tällfussalm (1382m), from where there is a jeep road to Platzl. Fine views to the Zugspitze, highest point of Germany, and of the Wetterstein Gebirge.

Has HOCHALMSATTEL (OR HOCHALPENSATTEL) 1803m Scharnitz to Risstal; 20 miles r/r

Mair 8, 13B; M G6; F & B 322 VAD E ***

This is a rough jeep road throughout, prohibited to most traffic. Take the road SE out of Scharnitz, and turn left after half a mile up the Karwendeltal. This is steep at first, but soon levels off, a delightful route through the pine woods eventually coming out into the open with good views. There are 1 in 4 gradients both sides of the col, and the E side is very stony, improving lower down. On the way down, take the left-hand track at any forks, down the W side of the main valley. Eventually one meets a barrier by the rough (?) road from Germany to the Eng Alm. The only continuation in Austria is over the Plumssattel.

Ps PLUMSSATTEL 1649m Hinterriss to Pertisau; 5 miles r/s, 5 miles r/r

Mair 8, 14B, or Mair 7, 3C; M G6; F & B 321 VAD M ***

Turn off the road to Eng Alm (café and huts) nature reserve, half a mile beyond the Hagelhütte. There is a rough grassy cart track from Plums Alm to the top, then a very steep zigzag descent to Gern Alm, which is much too steep to ride. Rideable rough road from Gern Alm, which goes on down to Pertisau. Allow 8 hours for this pass plus the Hochalmsattel. Details: E. A. Jowett, 1961.

By turning right off the Hochalmsattel road 3 miles down the E side just before crossing a main stream, one can take a jeep road up to the Spieliss Joch (1773m) below the nearby Falken hut. No details of this variant. From the Spieliss Joch, the path (long-distance Alpin 4) continues with a slight dip to the Hohl Joch (1794m), before descending steeply to Eng Alm. A jeep road also descends from the Hohl Joch to the Hinterriss - Engalm road.

11
Ah L. ASCHENBRENNER HUTTE 1465m ACKERN ALM 1383m Achenwald or Achental to Landl, for Kufstein, etc.; 2 miles r/s, 17 miles r/r, or 14 miles r/r from Achental

Mair 7, 4B, 5B, or Mair 8, 15A, 16A; M H6; F & B 321 VAD E **

No details, except from Valepp to Kaiserhaus. The route is marked as a jeep road or cart track on the map except for about 2 miles of mule path near the L. Aschenbrenner Hütte, the highest point of the route and a low col. The track from Achenwald is not waymarked; take care to avoid going up the valley heading SSE, about 2 miles from Achenwald. There is another low col at Ackern Alm, 1383m, much further E, where the road to Landl begins. One can also leave the road to Steinberg about 2 miles up from Achental, on a waymarked route, also a cart track, to the L. Aschenbrenner Hütte. The whole route parallels the German frontier, which is only a mile or two to the N.

About a mile before the Erzherzog Johann Klause hut, another cart road follows the E bank of the main river southwards towards Kaiserhaus, switching to the W bank about 1.5 miles before Kaiserhaus, to negotiate the Kaiserklamm gorge.

In 1970 an anonymous contributor took his bike through these gorges from Valepp in Germany, S past the Erzherzog Johann Klause hut and on through the Kaiserklamm gorge. It was not really rideable, but well worth while. It is said to be quite a sight when the sluice gates are opened at Kaiserhaus to allow logs to go down the river in spring.

Times: allow 6-8 hours from the Tegernsee in Germany to Rattenberg in the Inn valley (N-S route through Kaiserhaus).

HH HINTERBERG TO HINTERTHIERSEE (no cols) 20 miles, or less, r/r

Mair 7, 5B bottom, 6B; M H6; F & B 321 VAD E **

No details. This is a route parallel to, and S of, the Achental-Landl route, part of long-distance path Alpin 4, another jeep road or cart track

K1 KLAMMLOCH (PASSO DI GOLA) 2298m Rain in Taufers (Riva di Tures) to Erlsbach; 13 miles r/r (no sketch map)

Mair (Südtirol) 13A, 14A; M I8 top; F & B 152 VAD E ***

The metalled road up the Val di Riva ends at a car park half a mile beyond Rain. The rough road to the top is a four-mile push, rideable slowly downhill, and just negotiable by cars. There is a restaurant on the way up, and quite pretty views, also some deserted buildings just before the top for shelter if wet. If one doesn't mind ignoring the official notices at the top, one can continue down to a road in the Defereggental, six miles down to Oberhaus Alm, and another four to Erlsbach, probably easy enough going.

Details (W side only): F. Wright 14.8.85.

Ger 51b GERLOS PASS (OLD ROAD) 1507m (No sketch map); 5 miles r/r

Mair 7, 6D, 7D; M I7; F & B 152 VAD E *

An easy rough-road alternative to the higher new road.

Li PASSO DI LIMO 2172m San Vigilio (St Vigil) to S.S. 51; 10 miles r/r
(or 5 miles via Senneshütte)

Mair (Südtirol) 13C: F & B S5 VAD E ***

From near the end of the metalled road at the Rifugio Pederu. 1545m, a very steep and rough road (deep shingle in 1936) forks right and climbs the best part of 1000ft before levelling off and becoming rideable for short stretches, alternating with further sharp climbs. After the col, the jeep road continues mostly unrideable after the fork to the Passo Tadea, being particularly bad in the forest. Fine views of the deep gorge and waterfalls at Rio Fanes. Easy going (but a stream to ford), becoming metalled a mile after the spectacular Ponte Alto (two chamois seen here in 1984). Allow 5-6 hours. Details: N side, E. D. Clements 1956; E side, R. Perrodin, c. 1970, and others.

A slightly more direct route to the S.S. 51 turns left at the Rifugio Pederu and immediately becomes a narrow concrete road zigzagging up the cliff face E of the rifugio (according to Denzel this is the steepest road in the Alps, with an estimated gradient of 37%; a taxi service was operating on it in 1984), later a sandy track to the Rifugio Fodara Vedia. (The main jeep track turns left just before the rifugio and descends into the Val Salata via the Senneshütte, without crossing a true col.) From the hut, a much rougher track continues E over a nameless col at 2018m. The descent to the Val Salata was completely unrideable on a very steep shingly section, before the main valley track (rideable) was met at about 1750m. This was metalled from the rifugio at Malga Ra Stua down to the big hairpin on the S.S. 51. Allow 3 hours from the Rifugio Pederu to Stua. Details: J. A. Woodings 1985, and others.

Lu PASSO DI LUSON (LUSENER JOCH) 2008m Lusón (Lüsen) to Antermoia (Untermolai); 2.5 miles r/s. 2 miles r/r

Mair (Südtirol) 11B & 12D; F & B S4 & S3 VAD E **

No details. A rough road from Lusón to approx. 1600m, then a reasonably easy graded path (No. 13) over the top, to meet the Passo d'Erbe (Würzjoch) road at approx. 1650m. An easy circuit could be made by combining these passes and returning by the rough road down the upper Val di Lusón (Lüsenertal).

SI/146 ALPE DI SISI (SEISER ALPE) 1844m Siusi (Seis) to S. Cristina Valgardena, etc.; 4 miles r/r; no sketch map

Mair (Südtirol) 10C, etc.; F & B S5 VAD E ***

Metalled road from Siusi to Alpe di Siusi (Rif. Bellavista on TCI map), where there are several hotels. Traffic is not allowed beyond this point, though the road is metalled to Saltaria (Saltner), and buses go that far. Thence rough road (all rideable downhill) to S. Cristina Valgardena. The F & B map in fact shows two rough roads, the more easterly presumably the better one. Seiser Alpe is a cyclist's paradise, with fabulous scenery and tracks galore. One such, shown as a rough road throughout on F & B S5, goes S from Saltaria over the Mahlknecht Joch (2188m), then E down to Campitello di Fassa (8 miles of rough road). Another rough road goes direct from Alpe di Siusi to the rifugio of that name (Sciliar on TCI map) near the top of the Mahlknecht Joch (4 miles of rough road).

Details: Mrs M. A. Stephens August 1984. No details of Mahlknecht Joch.

Ocl PASSO DI OCLINI (GRIMM JOCH) 1989m

Passo di Lavaze to S. Luganc road (S.S. 48); 4 miles r/r

Mair (Südtirol) 9D bottom: F & B S3 VAD E **

Metalled except for the last 4 miles on the W side of the pass.

Pam PASSO DI PAMPEAGO (REITERJOCH) 1996m.

Tesero to S. Floriano (Obereggen) Mair (Südtirol) 10D bottom

Steep, metalled road up to the Rif. Pampeago, then a rough road, rideable, over the pass. Metalled again, soon after the top, down to S. Floriano, where turn right for Pievalle (Bewaller), and right again past the Pensión Bewaller along a delightful level track through the woods (path no 8) to the beautiful Lago di Carezza (Karersee).

Lus PASSO DI LUSIA 2056m. Moena to Paneveggio

Mair (Südtirol) 11D bottom

No details, but known to be a fine route. A rough road throughout. One can start in Moena, or a mile up the San Pellegrino road (path 621) or from Fango, (path 625). From Paneveggio, one starts a short half mile West of the junction of the Rolle and Valles roads.

BS PASSO DELLA COSTAZZA (BAITA SEGANTINI) 2174m.

Mair (Südtirol) 11E (Alternative to Rolle Pass, west side)

The road to the 'baita' starts from just E. of top of Rolle pass. As far as the 'baita', (top of pass) the road was unsurfaced but rideable (1985). Too rough and steep to ride down till the road levelled off. Fine views of Cimon di Pala, etc.

FL FORCOLA DI LAVAREDO 2454m. Lago di Landro to Misurina (circular) Mair (Südtirol) 14C

A very fine circular tour around the Tre Cime di Lavaredo (Drei Zinnen) in typical Dolomite scenery. 1/2 mile N. of Lago di Landro on S.S. 51, a rough road, later a very stony mule path follows the stream up the Valle di Rimbon (Rienztal). After a not too steep climb of nearly 4 miles, the valley suddenly ends in a rock wall and emerges on to an alp (1952m.) Two paths continue; take the one which makes two traverses up the slope (longer but easier). Fill water bottles (none higher up). Keep up left towards the Locatelli (Drei Zinnen) hut, along a path about 300 ft. below it. After contouring the W. slopes of Monte Paterno for nearly a mile, on a loose gravel path, you have a steep pull up to the Forcola di Lavaredo. A rough road starts from the col, past the Lavaredo hut and on to the Rif. Auronzo, from where a metalled road descends to Misurina. Allow 5 hours to col. 1995 details.