

# "3000 km Switzerland" from 17 - 28.07.2001

## Preparation/development history:

After we had done the big alpine tour in 2000 (Once the Alps and back - 5800 km in 17 days), Werner, Lothar, Dietmar and I decided to travel Switzerland more intensively the following year than in 2000. I am often in Switzerland and have already shown my fellow riders corners on the alpine tour, which are little known, but nevertheless have scenic and especially technical driving delights.

For me, Switzerland as a whole is the most beautiful thing the Alps have to offer!

My personal highlights there are:

1. The Bernese Oberland - clearly number 1!!
2. The Valais - simply beautiful and of course not to be forgotten
3. The area around Lake Lucerne

So it was a matter of including these three areas in my planning.

For me this resulted in the following rough tour:

- First to the Appenzeller-Land
- Do not forget Liechtenstein!
- Past the Walensee to the Sihlsee
- To Lake Lucerne
- To the Bernese Oberland
- To Central Switzerland (keyword Furka, Grimsel, Susten, Gotthard - or the old Tremolo road!)
- Into the Rhône Valley
- To Lake Maggiore and Lake Lugano and
- To the Engadine



Our holiday planning was coordinated and so it could start on 17.07.01:

## Tuesday, 17.07.01, the first day:

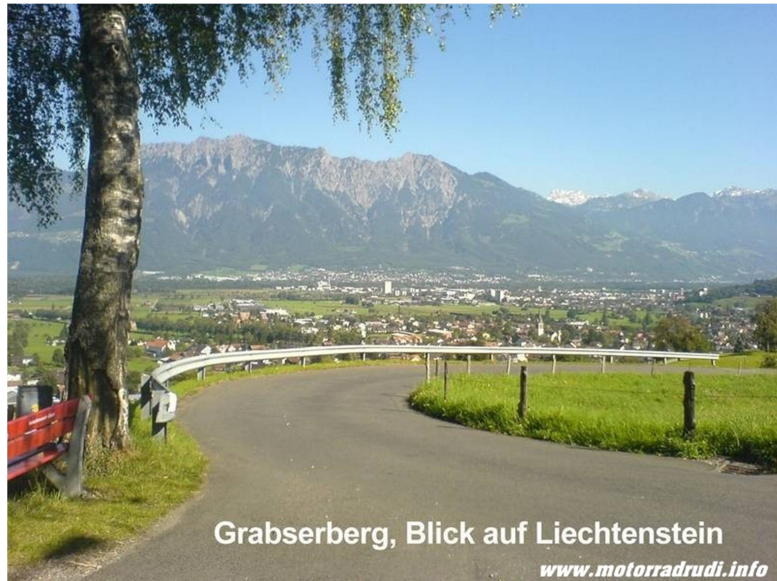
The first day was to take us to Willerzell on Lake Sihl. But, as already mentioned above, not on the direct way! From Sonthofen we first went via old towns and fishing up to the **Riedbergpass (1420 m)**. From there via Hittisau to Großegg and Schwarzenberg. In the direction of Dornbirn we went up to the **Bödele (1003 m)**. Down the valley, Lake Constance greets in the background. Via Dornbirn and Lustenau we reached the Swiss border. Further on to Altstätten and into the Appenzeller-Land.

This part of Switzerland is mainly characterized by rolling hills and many small villages - it somehow looks like an oversized toy train! The roads are well asphalted and it goes up and down in wonderfully swinging curves. Let's go! Via Oberegg we reached St. Anton. Here you have a good view over Lake Constance on the northern side and down into the valley to Altstätten on the southern side. After this stopover we continued over the **Ruppenpass (1003 m)** to Appenzell and Urnäsch. From here we went up to **Schwägälp (1278 m)** at the foot of the Säntis. This pass road is a joy to



ride, as the road is simply made for motorcyclists. Via Neu St. Johann and Wildhaus we headed towards Liechtenstein. Still at the beginning of the descent into the valley, a small road branches off to the right, which leads via Grabserberg to Grabs and offers wonderful views down into the valley. I think this small road is simply more beautiful than the main route - but I am known anyway for choosing small and tiny roads often!

Via Buchs we reached Liechtenstein near Schaan and drove from Vaduz up to Malbun. A wonderful play of light in the valley led to a small photo stop. Afterwards we continued uphill - or better said it should continue uphill! I started from the parking lot and stopped briefly to see if

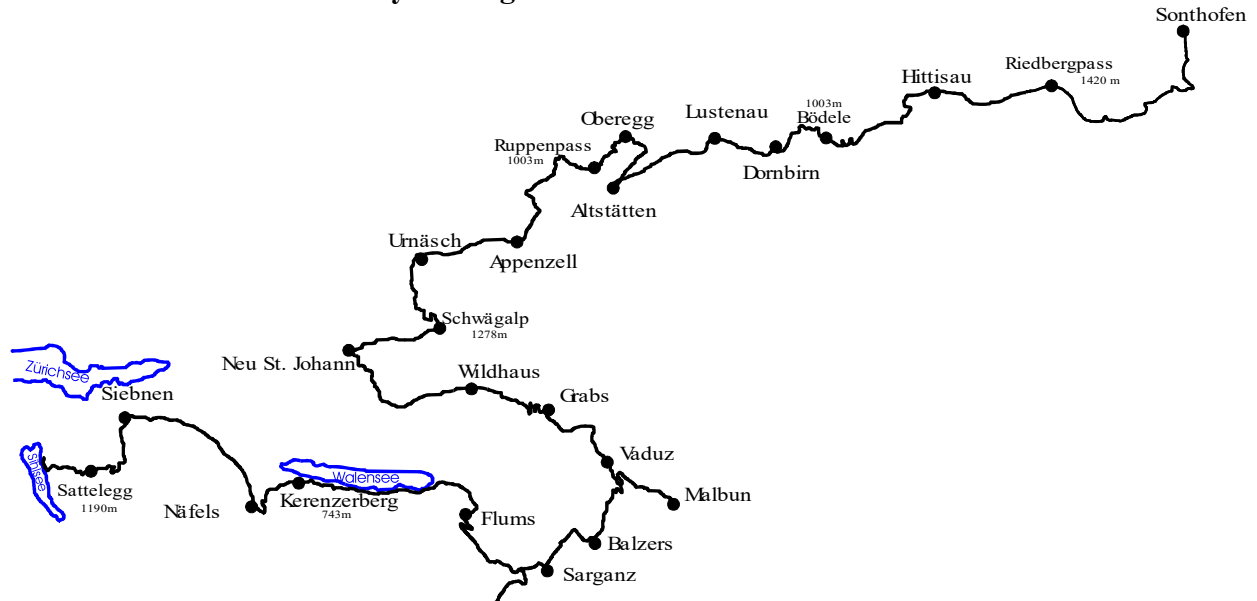


someone was coming from the left. Unfortunately I lost my balance and my Pan European bent to the left and fell over! So first of all I had to bring the plane with the heavy luggage into the horizontal position. Luckily the injuries are not too bad when this machine falls over. Since crash bars with protective caps are attached to the left and right and the cases are not painted in the lower part, there are usually only slight scratches (annoying enough). After this incident it could go on after all. Malbun is a dead end, but always worth a detour. Parallel to the ascent we went back down into the valley and towards Sargans. On the map I had discovered a small road from Mels via Portels to Flums, which I wanted to drive. So first I turned off to Mels and followed a small road uphill. Further and further up this road led us through partly dense forest. More and more until we finally reached the end of the road at a lonely hut and had to turn back. So we drove downhill again and finally found the right way - a small turnoff halfway up the hill, which led to Flums. The route is very beautiful, certainly more beautiful than the main route from Sargans to Flums, and I have driven it a few times since then.

From Flums we went to the Walensee. The Walensee is wonderfully embedded between high mountains. Up to the **Kerenzerberg (743 m)**, down into the valley, you have a view of a picture book landscape! Down to Näfels we went in the direction of Lake Zurich. Finally in Siebnen we turned left for the last pass on this day. The **Sattelegg road (1190 m)** leads up with many bends and hairpin bends and is a pleasure for motorcyclists. In Willerzell we reached the Sihlsee and the camping site where we spent the night.



## The whole tour of the 1st day here again in a sketch:

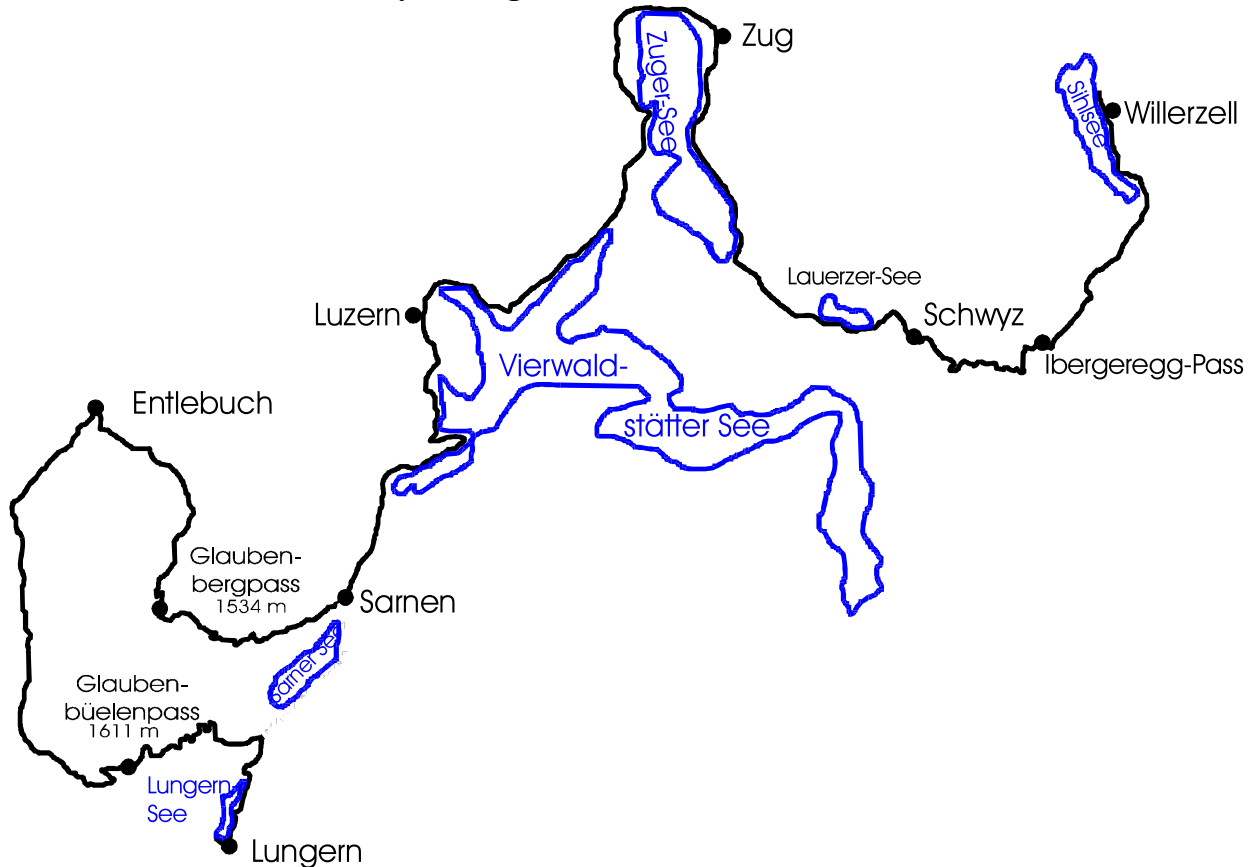


**Wednesday, 18.07.01, the 2nd day:** The 2nd day should lead us to the Vierwaldstätter-See. Unfortunately it didn't come to that, because it had been raining all night and just wouldn't stop. So we had to spend a day at the Sihl-See. Around noon the rain slowly stopped and we took a walk along the lake to Willerzell and back.

**Thursday, 19.07.01, the 3rd day:** The rain had stopped and made way for the sun. Now it could go on.

Along the Sihlsee we went up the ***Ibergeregg pass (1408 m)***. I like this pass! It's just nice to drive, although the road is rather narrow -two cars pass each other well - but it goes up to the top of the pass in wonderful swinging curves. From the top there is a first great view of Lake Lucerne before it goes down again to Schwyz. Here we turned off to the west and reached Lake Zug via Lake Lauerz. We circumnavigated it to the north and finally reached Lake Lucerne at Küsnacht. As already explained at the beginning, for me this part of Switzerland is one of the most beautiful that the entire Alps have to offer - simply wonderful. In contrast to our big tour of the Alps, this time we took the time to take a stroll through Lucerne - a Swiss gem! Lucerne is always worth a visit, not only the wooden bridge over the Reuss and the promenade along this river, but also the city itself is very beautiful. After this stopover we continued south via Horw and Stansstad to the Sarnen lake. Also here we allowed ourselves a nice side trip and drove in western direction up to the ***Glaubenbergpass (1543 m)***. This pass is wide and can be enjoyed wonderfully by motorbike! Just as wide it goes down again to Entlebuch. From there via Schüpfheim to Sörenberg and up to the last pass of the day, the ***Glaubenbüelenpass (1611m)***. In contrast to the Glaubenbergpass, this one is quite narrow and you have to watch out for oncoming traffic before every bend. Although the route is not very busy, you have to be careful! Down to the Sarnen Lake there are beautiful views and it is simply a pleasure! Arrived in the valley we had only a few kilometres to our day's destination, the Lungern-See. After the registration on the camping site and the erection of the tents we could go for dinner. Here, as on the big alpine tour, Dietmar as a cook was welcome again.

The whole tour of the 3rd day here again in a sketch:



**Friday, 20.07.01, the 4th day:** Unfortunately another rainy day, where motorcycling was out of question. So we had to spend another day on a camping site!

**Saturday, 21.07.01, the 5th day:** Finally the sun again! So we left again, as usual at 9:00 am. This time we wanted to go to Central Switzerland and its magnificent passes! Although we had already skied the Susten-, Grimsel- and Furkapass during the big alpine tour, we could do it again. In addition to that, we should also pass the Oberalp, the Lukmanier and the Gotthard Passes - or rather the old Tremolo road!



From Lungern over the **Brünigpass (1008 m)** we first drove towards Hasliberg. This is a dead end, but the detour offers beautiful views into the valley and to the mountains of the Bernese Oberland. Back in the valley we went via Meiringen to Schwarzwaldalp. From here a road leads over the große Scheidegg to Grindelwald, but this is only open to public buses - what a pity. The way to

Schwarzwaldalp leads through a beautiful high valley. The Rosenlauri Gorge, which is also located here, we could not visit due to lack of time - maybe another time.

After this detour, the passport hunt started!!! The **Sustenpass**, with its **2224 m** far up, was the first one. Passing the Steingletscher - short stop obligatory - we went to the pass summit. The Sustenpass, like the other passes in Central Switzerland, is simply a dream for every

motorcyclist: wonderful scenery, ingenious curves, a pleasure! Down to Wassen and then we went up towards Andermatt. In Göschenen, however, we turned off the main route once again and headed up into the Göschenental. Here, one is completely isolated from the tourist stream and can completely concentrate on the wonderful mountain landscape. From Göschenen (1106 m) it goes up to 1797 m up to the Göschenalpsee. Pure scenery! Back to Göschenen and further on to Andermatt the next 2000m came up. The **Oberalppass (2044 m)** is the transition to the Vorderrheintal, which leads via Disentis to Chur. Just like the other passes in Central Switzerland, it is closed for a long time in winter and in summer it offers not only beautiful views of the surrounding mountains, but also many curves for the pleasure of the motorcyclist. Via Disentis we reached the **Lukmanierpass**, which with its **1914 m** doesn't quite break the 2000 mark. Nevertheless, this - less frequented - route is not to be despised! Down into the valley towards Biasca, then we headed north towards Airolo. Here begins the old Tremola road up to the **Gotthard pass (2108 m)**. The road is partly cobbled, but simply a **MUST** if you are a motorcyclist in this area! So we also rode this route, on which there is



Tremolo (alte Gotthardstraße) 21.07.01

hardly any traffic, and reached the top of the pass. In the valley near Hospental we turned west and went up the **Furka pass**. With its **2431 m** it was the highlight of the day. The Furka pass is rather narrow in contrast to the other passes in Central Switzerland and you have to pay more attention to oncoming traffic. Over the most beautiful curves and hairpin bends, we climb up to the pass summit. The descent into the valley leads past the Rhone Glacier, which

has lost more and more of its expanse in recent years, but still continues to impress. After we reached Gletsch we went up to the last 2000m of the day. The **Grimsepass (2165 m)** offers again everything a motorcyclist in the mountains could wish for: dream scenery, hairpin bends and curves en masse and relatively little traffic. After the pass we passed the Grimsensee and the Räterichsbodensee towards Meiringen. From there back over the **Brünigpass (1008 m)** back to Lungern. While the other three riders stayed on the campground, I wanted to explore the small road leading up the mountain from the campground and started again. This road leads about 10 km further and further up and overcomes about 1000 meters of altitude.

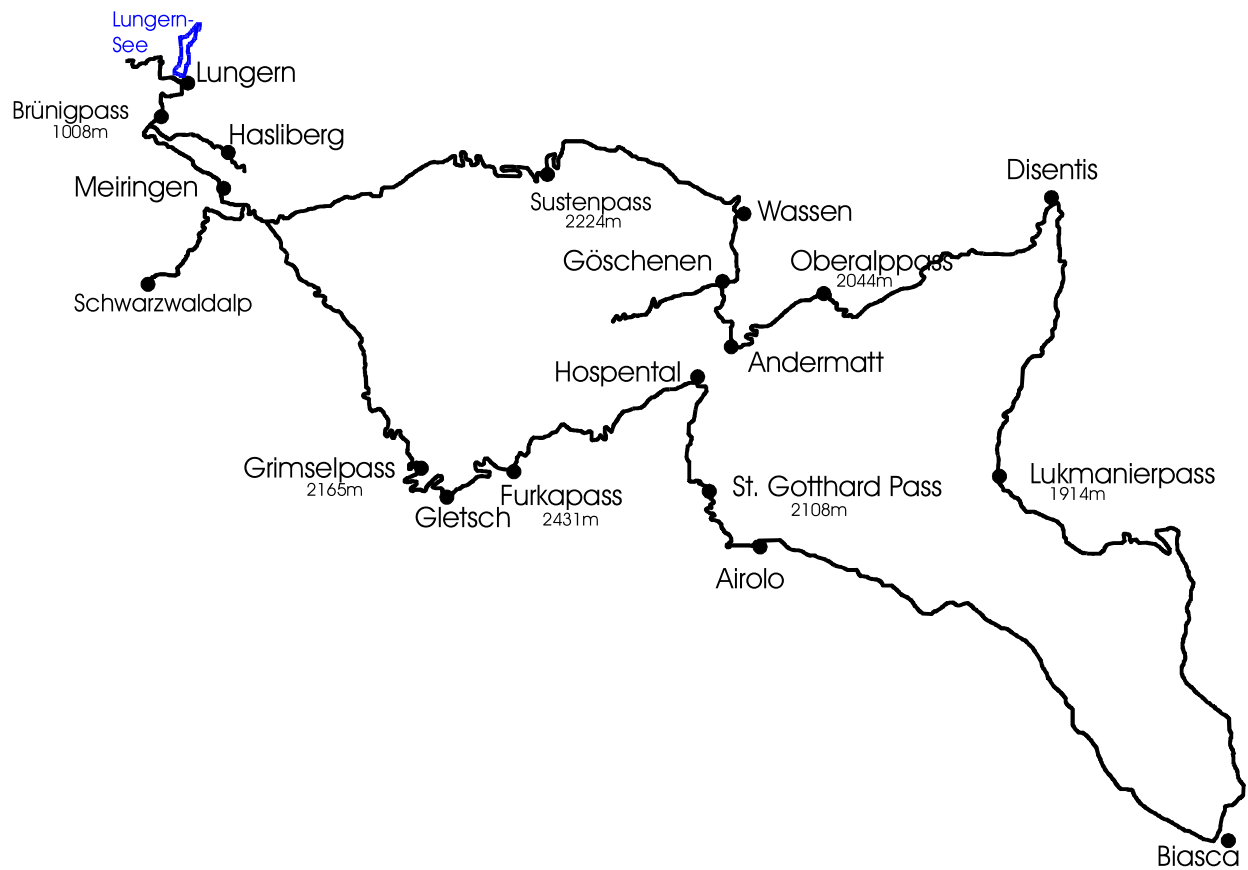
From above, where the road ends, there is a wonderful view over the mountains of the Bernese Oberland and down into the valley of Meiringen. This detour was worth it!

Down into the valley there was an equally impressive view of the Lungernsee and with the telephoto lens I could also see my three passengers. With the dinner prepared by Dietmar this wonderful day could end.



Lungern See 21.07.01

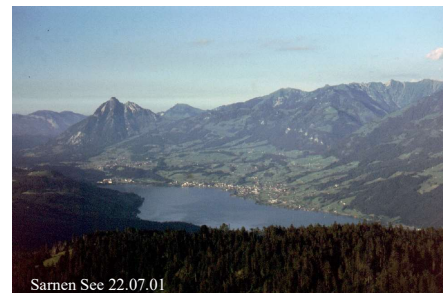
## The whole tour of the 5th day here again in a sketch:



**Sunday, 22.07.01, day 6:** The weather was fine again and so we first drove up the *Brünig Pass* (1008 m). Before we could go on with the motorbike, there was one more delicacy on the way: The Open Air Museum Ballenberg. Here the typical Swiss houses from all areas of Switzerland are exhibited or integrated into the landscape. Nestled within the magnificent mountain scenery, it is always worth a visit. I knew this "museum" from the past and therefore I took my three fellow travellers there as well. For the visit you have to calculate 3 - 4 hours. Everybody liked it very much and then we went on with the motorbike. Now it was the turn of the Bernese Oberland. For me personally, this is clearly **the most beautiful spot that the entire Alps have to offer!** Simply marvellous!!! Along the lake of Brienz we reached Interlaken and further to Wilderswil. There we took a narrow road up to Saxeten. In earlier years I have been there several times and so we also went up there. Although there are many tourists in the rest of the Bernese Oberland, especially of course in Interlaken, Lauterbrunnen and Grindelwald, there is a lonely silence up here. Saxeten is a picturesque place with beautiful houses and we had lunch in the local inn. Then we went back down into the valley and up to Grindelwald and further to the Grindelwald glacier. Here the road comes out, which we had seen the day before on the Schwarzwaldalp and which is only open for regular traffic. The Grindelwald Glacier is very impressive and impresses me every time I am there. After Grindelwald we drove via Lauterbrunnen to Stechelberg. In Lauterbrunnen the Staubbach Falls plunge 300 m into the depth - a great natural spectacle. On the way to Stechelberg the Trümmelbach waterfalls are on the left hand side inside the mountain. These are 10 glacier waterfalls which have been made accessible by a tunnel lift and are illuminated. But there was no time for us to visit them, because I wanted to show my friends more beauties of this region. Back to Interlaken the way up to Habkern led us. Who does not know this area, thinks that there is no further way. But this is not the case. At the beginning of the village there is a bend to the left and a small road further uphill. This toll road leads over Waldegg to

Beatenberg and offers impressive views to the triumvirate of the Bernese Alps: Eiger, Mönch and Jungfrau are opposite each other and one can understand why so many mountaineers are drawn here! A small toll road also leads from Beatenberg to Sigriswil. This road, too, has a few small tunnels and offers a wonderful view over the Bernese Oberland and, above all, Lake Thun at its feet. On the road map I had seen a small connection from Sigriswil to the north, which we wanted to drive. Via Meiersmaad, Horrenbach and Eriz to the pass road to Schallenberg. The landscape until then is in complete contrast to the high rock castles of the other Bernese Alps. It rather reminds of Scotland: gentle hills, crossed by valleys and a ride up and down, which was a lot of fun with the motorbike, even if the road is very narrow and you have to be careful with oncoming traffic (which is very rare). Over the **Schallenberg (1167 m)** the further way led us over Escholzmatt to the **Glaubenuhlenpass (1611 m)**, which we had already driven on the way from the Sihlsee to the Lungernsee. Over this, still beautiful way, we went back to the Lungernsee.

**The whole tour of the 6th day here again in a sketch:**

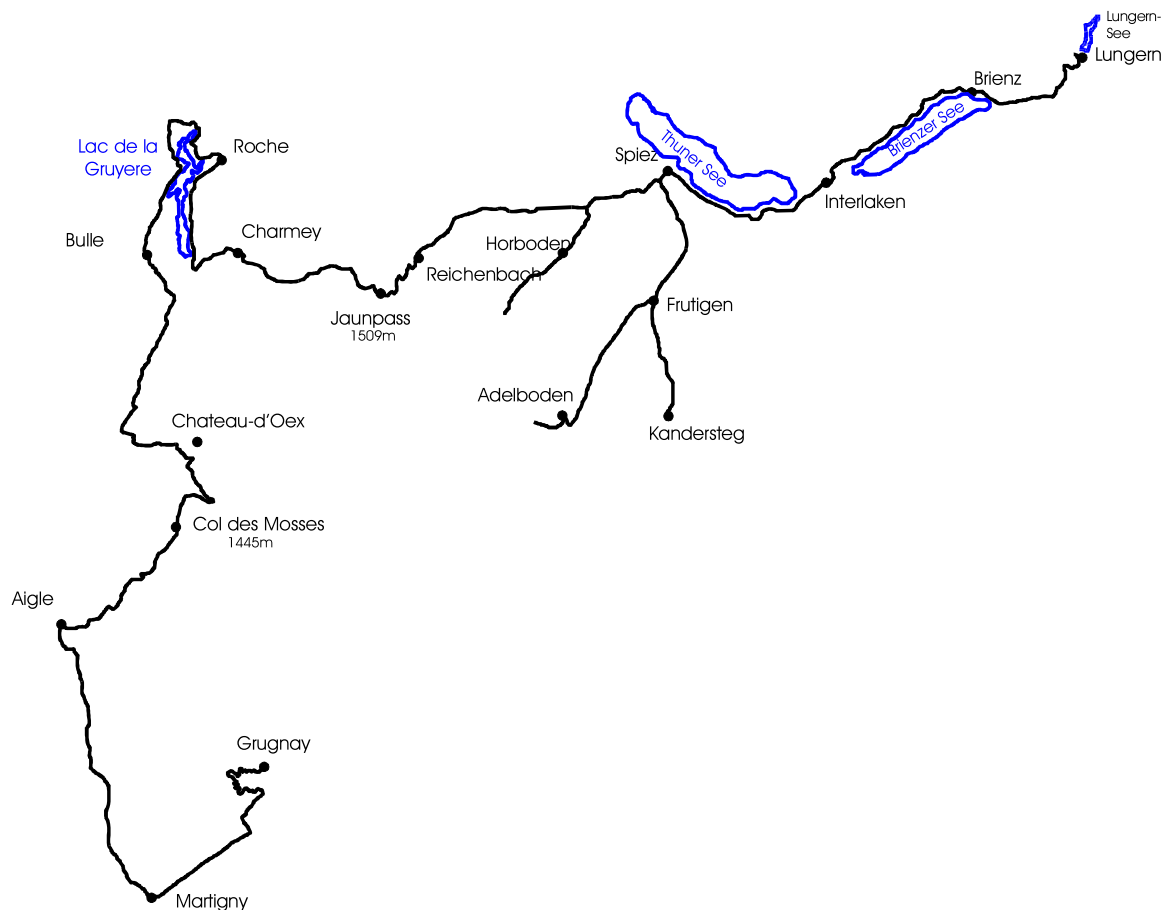


### Monday, 07/23/01, day 7:

Today we should go from Lungern Lake to the Rhone Valley. First of all everything had to be dismantled and packed after breakfast. Then we started as usual at 9:00 am. First of all it was the **Brünig Pass (1008 m)** again - but we already knew it well enough. Along the Lake of Brienz we quickly reached Interlaken and changed to the south side of Lake Thun. From Spiez we first went up to Kandersteg. Here there is no onward journey possible, only loading by rail and transport over into the Rhone valley to Goppenstein - not for us! We wanted to drive! Kandersteg is beautifully embedded between high mountains and has a pretty village with many flower-decorated wooden houses. Next it was Adelboden's turn, also a dead end, but still worth seeing. Just like Kandersteg, a worthwhile detour! Back towards Spiez we followed the Simmental to the west, but not for long, because the next side valley was waiting for us: the Diemtigtal. Also here to the end and back again - one wants to see everything, because it is worth it. Following the Simmental further on we reached the ascent to the **Jaunpass (1509 m)**. This was also new territory for me, because I had always left this area out when I was travelling in Switzerland. Down to the Lac de la Gruyere I was again impressed how abruptly the language change from German äh Schwyzerdütsch to French is in Switzerland. From one place to the next you are in a new language area and usually nothing else is spoken! Soon we reached the lake, which we circumnavigated to the north and then

continued via Bulle towards Chateau-d'Oex. Shortly before the village the road branches off to the **Col des Mosses (1445 m)**, which we followed. At Aigle we finally reached the road that leads from Lake Geneva to Martigny. Via Martigny we finally reached our destination of today: Grugnay above the Rhône valley - far away from the hustle and bustle of the village. We already knew the campsite there from the big tour through the Alps and we quickly made ourselves at home.

**The whole tour of day 7 here again in a sketch:**



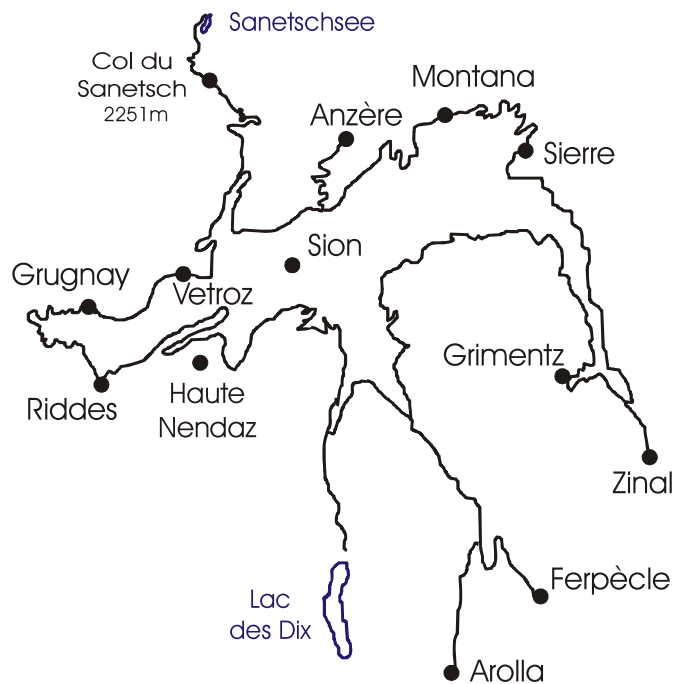
**Tuesday, 07/24/01, day eight:**

Today I wanted to show my friends what I personally like about the Rhône valley. Most of the people who travel here only use this area for transit (from Brig to Martigny) and miss the beauty of this region, which is opened up in the high altitudes! Several roads lead up to over 2000 m altitude! First we went via Vetroz up to the **Col du Sanetsch (2251 m)** from where we reached the Sanetschsee. Although the road is relatively narrow and leads through several poorly lit tunnels with poor subsoil, it still offers a special charm. Specially the views down to the valley and to the mountain giants of the other side (from the Matterhorn over the Grand Combin up to the Mont Blanc) are impressive. By the way, there is also a public bus up to the Sanetschsee. In this concern, Switzerland is excellently developed, with bus and train one can get to nearly everywhere! A closed lane leads down from the lake to Gsteig. This place and of course the surrounding area can also be seen from above. Halfway back to the valley there is a turnoff to the east that we followed. On the map I had discovered a small road via Anzère towards Crans Montana, which I wanted to find. So we drove up, but had to turn around again, because at least for our motorcycles there was no further way to go. Back on the main road to Crans Montana we reached these two glamorous places, where in contrast to the rest of the area there was again a lot of tourism. So on - down into the valley to Sierre, where we



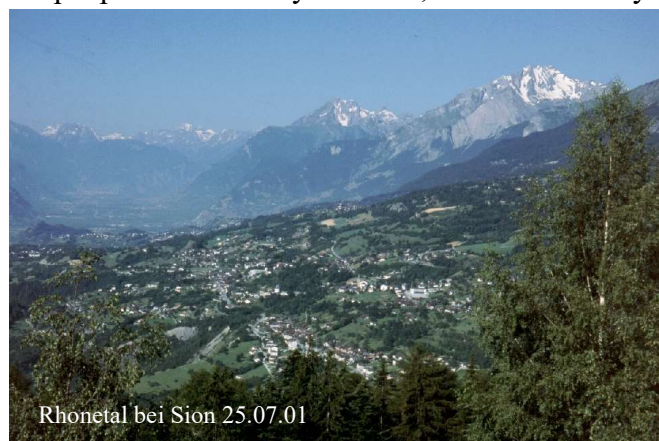
briefly crossed the main road that leads through the valley and again "climbed the mountains". Up to Zinal on a well asphalted road and on to Grimentz. This village has a well-preserved centre with numerous historic wooden houses typical of the region. Via St. Jean and Mayous we came to another narrow road that leads along above the Rhône valley. We continued via Pinsec, Vercorin and Dailley to Nax, where we slowly reached the Val d'herens. We followed this up to Arolla at 2000 m above sea level. We then went back past the earth pyramids of Euseigne to Lac des Dix. The Lac des Dix is located at 2365 m and has with 285 m the highest dam wall in the world! Simply impressive!!! For us the day slowly came to an end and we drove via Hérémente in direction Haute Nendaz and then via Riddes and Montagnon back to our camping site at Grugnay. A really nice day!!!

**The whole tour of the 8th day here again in a sketch:**



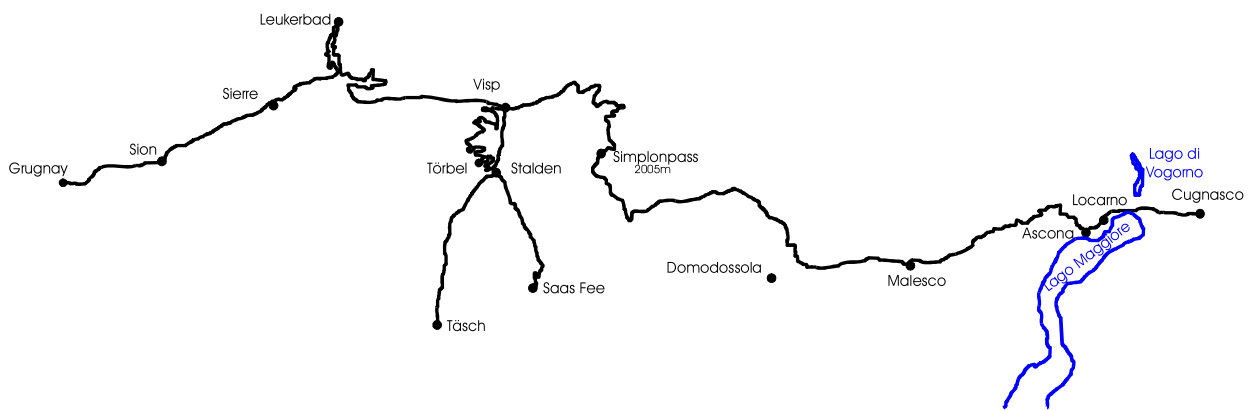
**Wednesday, 25.07.01, the 9th day:**

Changing day! So in the morning again dismantle everything, pack up and stow away. Departure, uh departure around 9:00 am - destination Ticino, more precisely Lake Maggiore! First we drove in the valley to Sierre, then north of the Rhone via Salgesch and Varen to Leuk. Here again from one place to another: French strikes set Schweizerdütsch! From Leuk on, the rest of us were able to understand the people and not only Dietmar, who had already helped us on the big alpine tour with his French language skills. We drove up to Leukerbad and downhill via Dorbu and the Dala Gorge back to Leuk and via Susten and Steg to Visp. Here we turned south to drive through the Saas Valley and the Mattertal. Up to Saas Fee the path led us first. This place is not only beautiful in winter, but also in summer! A stroll is always worthwhile! Then we went back down to Stalden and up the Mattertal to



Täsch. We saved the drive to Zermatt due to the lack of time. But there is one thing we did not save: the drive from Stalden over Törbel up to the Moosalm. There, at a height of 2000 m, we had our lunch break. Afterwards we went via Zeneggen back to Visp. Next it was the turn of the **Simplon Pass (2005 m)**. For me, it goes without saying that the lower part of the pass is on the old road via Ried. Through the Gondoschlucht we came until shortly before Domodossola. Here we turned to the east to reach the Centovalli via S. Maria Maggiore and thus Ticino. There our search for a camping site began! Everything we first found was completely overcrowded. So first with full gear and in scorching heat through Locarno! But after a long search we found it all the better. The camping site Riarena in Cugnasco is simply great! We can only recommend it! Not only that, in contrast to the rest of Ticino, is spoken here in German, no, the place is beautifully located under trees, has its own swimming pool and is at least for several people quite cheap.

**The whole tour of the 9th day here again in a sketch:**



**Thursday, 07/26/01, the 10th day:**

Already on my earlier tours I had been fascinated by Lake Lugano! Although it is relatively small compared to Lake Maggiore and Lake Como, it is even more beautiful! I had discovered some small roads on the map that led around the lake and would surely give nice views. So we first drove over the **Passo Monte Ceneri (554 m)** towards Lugano. But before that we turned east, because I had seen a small detour into the hinterland. Via Tesserete we reached the Val Colla. A lonely and "deserted" area, but it has its special charm. Via Bidogno and Colla we reached Pregassona and from there we took the main route to Porlezza. Directly behind the end of the lake we turned off the busy road and arrived via Laino at Lanzo d'intelvi where we had a wonderful view of the Lake of Lugano - simply worth seeing! Over a fantastic, steeply sloping small pass road we reached the lake shore again and drove via Melide to Morcote. Next to Ascona at the Lago Maggiore (we visited the following day),



Morcote is simply one of the most beautiful places I know. The narrow alleys, the whole flair - simply inviting. We also took a break here and then drove up the mountain again to Vico Morcote and Carona. Then we went to Agno and from there back to the hinterland. A wonderful motorcycle route leads from here via Iseo, Breno, Migliegla and Novaggio to Biogno, from where it is not far to the connecting road to Lake Maggiore. We reached it at Luino and continued on to Maccagno. There we went up again to the *Alpe di Neggia (1395 m)*. First through the village the road leads in nice swinging curves and hairpin bends up to the top. Later on, along the high valley, there are beautiful views to the other side. From the top of the pass the road goes steeply downhill in over 20 hairpin bends to Lake Maggiore. From there it was not far to our camping site, where we could review the impressions of the day during dinner.

**The whole tour of the 10th day here again in a sketch:**



**Friday, 07/27/01, day 11:**

In the morning we first went to the Val Verzasca. After the first ascent, the Lago di Vogomo is on the left hand side. The dam wall of this lake was the scene of the James Bond film "Golden Eye". The Bunjy-jump in the entry sequence was done from this dam. The view down is impressive!!! We drove further up the valley to Sonogno. On the way there, to the left is the Ponte die Salti, a beautiful stone bridge, which was spanned over the Verzasca with two arches. After returning to the valley we drove through the traffic hustle and bustle of Locarno to Ascona. Ascona is for me - as I said before - the most beautiful place in Switzerland, the narrow streets, the beautiful promenade along the banks, the southern flair, simply ingenious. I could stay here longer! We used the time for a little stroll through the narrow alleys, with their restaurants and small boutiques. Then a cappuccino on the promenade and we went further south. Up to Cannobio the way led us along the western shore of the lake. From there a small but fine road leads up through the Val Cannobina to Malesco.



Frasco im Val Verzasca, Tessin 27.07.01

Although the road is very narrow and there can be oncoming traffic after every bend, but still - great! For motorcyclists as if made for it, wonderful curves and bends and bends and bends - further and further up - a pleasure! Then we drove, like on the way from the Rhône valley, through the Centovalli and then turned off into the Valle Maggia shortly before Locarno. From almost 200 m altitude the path leads up to almost 2400 m at the Lago del Naret. The path there goes steeply uphill via Caveragno and Fusio. But it is worth it! Passing Lago Sambucco, the narrow path leads steeper and steeper upwards until the road ends at Lago del Naret and only hikers or - forbidden wise - motocross riders can continue. As the crow flies it is from here maybe another 10 km and you would be in Airolo at the foot of the St. Gotthard Pass. On the way back into the valley a herd of cows blocked our further way and we had to make an involuntary stop. Back to Locarno we visited one of the beautiful mountain villages of Ticino, which are represented here in great numbers and invite you to visit them. Then further direction Locarno it started to rain. We thought: Rain suit on? Rain suit off? Only Dietmar decided to put on the rain suit and so we drove on. The rain stopped, we drove on. In Locarno it had become very warm again and the traffic was heavy. Dietmar still in the rain suit! The rest of us smiled, because Dietmar was sweating a lot because of the heat in his rain suit - but: Bad luck! At every stop we could see that it opened the combi more and more and finally it peeled his arms out of the top! The rest he could only take off completely at the camping site - you can be so mean! ☺ ☺☺

#### The whole tour of the 11th day here again in a sketch:



Rückfahrt vom Lac del Naret, Maggia-Tal, Tessin 27.07.01



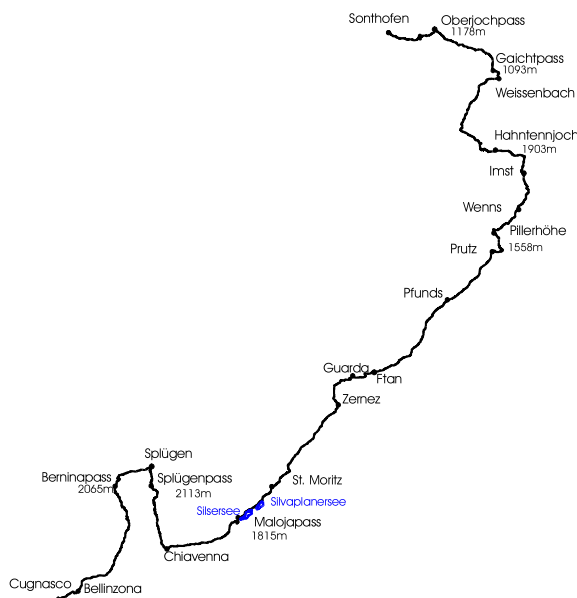
Lac del Naret, Maggia-Tal, Tessin 27.07.01

#### Saturday, 28.07.01, the 12th and last day:

Back home! After we had stowed everything on the machines and paid the bill, we could go home! From Bellinzona we drove through the Valle Mesolcina up to the **San Bernadino Pass (2065 m)** - again a pleasure for us motorcyclists. Wonderful landscape and fascinating route we went up. Downhill following the Hinterrheintal we came to Splügen and from there to the pass of the same name. The **Splügenpass (2113 m)** was already on our big alpine tour

intermediate destination and also this time it was our turn again! The route is simply beautiful, one bend follows the next and downhill (the border between Switzerland and Italy lies at the top of the pass) the road is no less impressive. At first it is full of bends through the high valley and then one bend after the other down to Chiavenna. A motorhome driver from Switzerland had considerable problems here and had to turn back in some of the hairpin bends to master the bend. Not everyone can manage on such roads. But we soon left this obstacle behind and through the Bergell we went to the next pass the ***Maloja Pass (1815 m)***. But after the top of the pass it doesn't go downhill again, as it is the case with almost all other passes, but you have reached the Engadin and stay at about the same altitude. Passing the wonderful lakes of the Engadine: Silser See, Silvaplanaer See, Champferer See and finally St Moritz See we reached St Moritz. We continued via Samedan, Zernez and Susch/Süs. At Garsum a road leads up to Guarda, a typical Engadine village with beautiful houses. From there you can continue via Bos-cha and Ardez and then up to Ftan before returning to the main route. We then closed our big tour of Switzerland, in which we reached the Pitztal valley via Pfunds and Prutz - not to forget the obligatory detour via the ***Pillerhöhe (1558 m)***. From there via Imst, the ***Hahntennjoch (1903 m)***, the Lechtal and the ***Gaichtpass (1093 m)*** we reached the Tannheimer-Tal and finally via the ***Oberjochpass (1178 m)*** again Sonthofen.

The whole tour of the last day here again in a sketch:



## Bottom line:

It was a terrific tour! In the end almost 3000 km came together! We were, as already on the big alpine tour, a great team. Four riders who simply matched in terms of riding skills and ability. I showed the most beautiful parts of Switzerland to my fellow riders, some parts I didn't know myself yet. Apart from the two rainy days, we were very lucky with the weather and it was a lot of fun.

I can only recommend the tour, the way we drove it, to everyone:

**Pure Switzerland!**

**Great landscape!**

**Streets a dream!**



Im Val Verzasca, Tessin 27.07.0