

From one who moved out, organize a club tour

or how do you get from Hunsrück to Lake Ledro?

from Rudi Przybylski

1. the background

It all started when we came back from winter sports in the afternoon and my mobile phone rang on the Ried-bergpass. Werner wanted to know if I had the phone number of the Markushof in Auer. "I think I have it at home. So I called him back and gave him the number. "What do you need it for?" "Yes, you know, Wolfgang called and said that they hadn't found a place to stay for the club's Hunsrück tour, and he asked if there was anything available at the Markushof"! Uh? The Markushof? It's not in the Hunsrück, but in South Tyrol! Didn't I pay attention in geography, or what do I mean by that? It doesn't matter!

Since there was no vacancy at the Markushof (by the way, the hotel rooms there are quite expensive!), I thought it should be possible to find something on the internet. So I searched several sites and sent about 30 e-mails. Content like this: "We would like to stay overnight with a motorcycle group of about 20-25 persons from 30.05. - 02.06.02. Do you still have rooms available and if so, what are the costs? So I sent this inquiry to Auer, Kaltern, Tramin and other places in the southern part of South Tyrol, also - you never know - to Lake Garda and its surroundings, as well as (test, test, test ...!) in the Hunsrück. A lot of cancellations came (problem size of the group) but also some additions. By the way, three of the six inquiries for the Hunsrück region were accepted! The Hotel Cima D'Oro at Lake Ledro made the best impression. So the club decided to drop the Hunsrück destination and drive to Lake Ledro. So I had the cake in my face! Well, what the heck, I like to do it!

2. the preparation

Who wants to go? Initially 15 people, but with three couples and nine singles there were three double rooms and three triple rooms. Then Petra came and wanted to come too. So by e-mail inquiry whether yes? Yes! Price 38 € - ooops! A few days later I could lower the price to 30 € by e-mail. We better forget the unspeakable discussion on the club evening about the original price (was not necessary - sorry!) - forget it.

Then Alex came by SMS "Hy Rudi You can order a double room for Bea & me! Please answer! Greetings Alex!" Then we talked to each other on the mobile phone "You can book the room on the spot, you are downstairs - aren't you? "No Alex, because of the bad weather in the south I didn't go to Lake Ledro but to the Black Forest and the Vosges. Right now I'm in the Vosges mountains near Colmar. "Will you come to Luxembourg too?" "Alex, what would I do in Luxembourg? You know where the Vosges mountains are? You know where Luxembourg is? Well? "Then bring me some French euro coins. I collect them. "Let's have a look.

The next change came right after I got back. Jockl called and said that his moped in Kaltern wanted to take a closer look at the cobblestones and took damage. So unfortunately he could not come along. Well, Al and Brösel called: "Jockl is out of the race, do you agree to a double room (price 28 € instead of 25 € per person)? "Yes, that's fine." Okay, new e-mail, unfortunately we only come with 17 people. Then Bernd Busse (our firefighter from the Bergisches Land) came and told us disappointedly that he couldn't come either for personal reasons (he explained the reasons to me - unfortunately there is nothing we can do!) At the same time Thomas Fradl dropped out (also for understandable reasons). So another e-mail "Unfortunately we are only 15! (or something similar).

In the meantime I asked myself the question: "Where do you want to go?"

After the experiences in the Dolomites (1998) and the Black Forest (2000) it was clear that the track length should not be more than 250 - 300 km, a mixture of heater tracks, stroll tracks with wonderful views, as little traffic as possible and above all many curves and then nothing can go wrong.

In the book "Die schönsten Routen in Südtirol und im Trentino" (Route No. 9) a quite charming round was shown which you could take into the closer selection. Via Monte Bondone to Mezzolombardo, from there via Molveno to Tione and Lake Idro and finally via Gagnano, Tignale and Limone back - okay! Small individual deviations, which make the track even more beautiful and the 1st lap was about. Since besides Monte Bondone, Monte Baldo is also a must on Lake Garda and Fugazze should not be missed, I roughly chose a second lap based on the map and my knowledge of the area.

After Whitsun I took a few days off to work out the tours on site. First I went - as always at Whitsun - to Auer near the Kalterer See, to the camping site at Markushof (see "The Prehistory"). I already wanted to use the outward journey to create a roadbook for the journey to the club tour. Via the Hahntennjoch, the Timmelsjoch and the Gampenpass I wanted to go to the Ledro Lake. Call from Werner "You, the Hahntennjoch is still closed!" Okay, so no road book! When I arrived later in Weißenbach, the Hahntennjoch was marked as "open". So, but this route! I could have written the road book, couldn't I? Further on via Imst into the Ötztal. Timmelsjoch closed - damn! Well, then just over the Kühtai and the Brenner.

The next two days we were back on the road in the wider surroundings of Auer. While the others went back home on Monday, I set off for Lake Ledro. The tours roughly in my head I started shortly after noon in Molina di Ledro to do one of the two routes. Before that I had a look at the hotel and a room and was quite satisfied. The tent was set up on the campground (normally I pitch my tent "wild" when I am alone on the road, but what do you do for the club) and so it started. Then at half past seven I was back and had the first tour "in the box". On Tuesday it was the second route. Here again, as in the lecture, stop at every place name sign, put the car in neutral, take off the gloves, note the mileage and the exact name of the place, put on the gloves, put the gear in, continue. At each further place name sign, at each turn-off, the same again. Again, everything was "in the can" in the evening, although I still had to change a part of the route, because the original plan seemed too small even to me (that means something!). But the bypass from Rovereto via Moietta was unavoidable, or we would have had to drive with the big group through the traffic jam! But one thing was clear to me: "Wolfgang won't like the way via Moietta!"

On Thursday I went back home again, because I wanted to go to Chemnitz on Friday (fixed date, twice a year!). From Lake Levico, where I stayed with Klaus and Conny on the camping site, I left early in the morning (06.15 am) in the direction of Lake Ledro. The "luck" of this day, began already when leaving the camping site. At the barrier I could still pass, but then a big iron gate blocked my way. I already thought about how I could pass it, when it already - thank God - opened automatically. Arrived at the hotel at Lake Ledro, where the roadbook of the return trip should start, I put on the rain suit! Well then, have fun! Already the first pass, the Croce Domini, was closed, but fortunately not blocked! Passage without further ado possible. The next pass, the Vivione, I didn't even try because of the great weather (I was right, because later on I saw the sign "ciuso" - closed - on the northern access road). In Edolo I had to turn right to the Gavia pass. Closed! Okay, forgot the roadbook! Continue over the Aprica Pass to Tirano and then over the Umbrail Pass. Luckily it was open, although there was still a lot of snow up there. Shortly before the Reschenpass I could finally take off the rain suit to drive back home. The obligatory gas stop in Samnaun, the Piller-Höhe and then the Hahntennjoch. Unfortunately I did not read the sign below completely when I drove past. The Hahntennjoch was unfortunately closed on this Thursday until 19 o'clock. After I had overcome the pass height and the following curve combinations behind me, a barrier blocked my

continuation to Bsclabs! Shit! (in good German) So turn back and drive home over the Fernpass.

I was just about to leave the apartment on Friday, when Alex called "Hey, unfortunately Bea got sick, can you change something?" "No, Alex, not at the moment, I'm just about to go to Chemnitz, we'll talk about it again on Sunday." "Another couple has registered. They've already been accepted. By the way, did you know that Edward had an accident at work? He probably can't come either. "That's great. Check it out, we'll talk about it again on Sunday. I'm going to Chemnitz.

Sunday evening Eduard could come, but Beate couldn't. OK, I'll see you later. So I sent another e-mail (how many was that already?) to the hotel. "Unfortunately there's been another change. On Monday there was still no answer. So once again the whole thing! On Tuesday, again no answer. Call from Alex "Is everything clear?" "No unfortunately, no answer yet, maybe there will be something." So third e-mail sent. After I had given him the phone number, Alex himself called and found out that they had problems with their computer and couldn't read their e-mails. But it would be okay with the change. Alright, total number then is 16, uh 18 (including the two Mondens that were already down with the camper).

At home on the computer, then the two roadbooks were created and copied, the outward journey was roughly noted down as a roadbook and we were ready to go.

But stop! "On Wednesday and Thursday the two difficult Dolomite stages of the Giro D'Italia. Where are they driving from and where are they going on Friday (our first day at Lake Ledro)? Internet search initially not very successful: On Thursday destination Folgario (north-east of Rovereto). Friday from Rovereto to Brescia. Shit, very bad trap! Where are they driving from? Mäggi called: "You try to find out something, I haven't been very successful yet! Again, I've been looking for myself. Finally I found them (Mäggi later on - at least partly) and was shocked to find out that they passed our hotel (from Rovereto via Riva del Garda) and then turned south to Lake Idro. Both tours that I had planned led along parts of the Giro stage! When do they start? After a long search I managed to find out that too: Start at 11.30 am. Well, first the lap over the Fugazze and Monte Baldo, because on the other lap we would arrive at the Idro Lake exactly when the cyclists are on their way!

3. the implementation

Departure from the clubhouse planned for **June 30th 02, 09.00 am.**

After everyone was ready for take-off, we could start.

According to the road book "Sonthofen - Hindelang - Oberjoch - Tannheimer Tal - Weißenbach - Stanzach - Hahntennjoch - Imst - Pitztal - Wenns - Pillerhöhe - Prutz - Reschenpass etc.". Unfortunately, some people did not agree with this route at all! Anyway, we stood with 6 motorcycles at the access road to the Pitztal and waited for the others. Only, nobody came! Wolfgang called: "Where are you?" Well, how it is like when you read "Reschenpass" in the roadbook and the signs point to the right to the Reschenpass, you just turn off, even though it is straight ahead to the Pitztal (the next intermediate destination). Meeting point at the last petrol station before the Reschenpass. The high trail from Schluderns to Schlanders (who knew it before - except Remo and Werner?) was blocked shortly before Schlanders. A construction site made the continuation of the journey impossible. Turning the moped around and back again, at least that was my intention. But man thinks and Wolfgang steers (or something like that). He was already on the way still left above - as far as I could judge, it did not go on there certainly! That was then also like that! So turn around again and look for another way. Petra said that they had shown her a bypass possibility below. Well well - try. Bad luck! End of asphalt! What to do? A steep, unpaved road led down - no matter - we do it! After about 50 meters there was asphalt again and we could go on. So we honked several times, hoping the others would hear that. Petra came and a few others. So I drove further down in the expectation that the others would also come - wrong! Where a Pan-European drives from, not all oth-

er mopeds drive from! So wait, wait, wait ... Nobody is coming! No mobile phone rings! Nobody is coming! Okay, even try to reach the others - nobody answers, nobody talks to me! Also good - go on to the next pub and there try again to reach the others. Karin was able to make contact and we learned that the others had already driven several kilometres further towards Meran. So we did not go to the pub after all, but followed the others and reunited the column. After we had lost a lot of time due to the group falling apart twice and waiting for the rest, we arrived late at the finish. We had a shower, changed our clothes and had dinner. At dinner I handed out the roadbook for the next day to everybody to give everybody the opportunity to get some orientation about the suggested route. Who wants to can go with us tomorrow, who doesn't, just have a nice day. Everybody wanted to come!

Friday, May 31st, 02, departure 09.00 o'clock, we started on time. Quickly the main route towards Rovereto was behind us and we could enjoy the free roads of the Monte-Bondone-Ridge towards Ronzo-Chienis. Then the way towards Moietta. Small and full of hairpin bends the road winds up the mountain. After Moietta it went downhill again, now much broader. Suddenly I missed the rest of the group! Stop, enjoy the beautiful view, wait, wait, wait. Nobody comes. So turn back. Further up, everyone stood by the pau-se and was very positive about the route so far (especially on the way to Moietta I hadn't expected this - then nothing can go wrong anymore). Okay guys, if we turn left at the stop sign onto the main track (direction Vicenza) it's free to drive up to Fugazze - 25 km!



Main line reached, left turn, Gaaaaaaas!!! Stop, you could take some more pictures of the others. So, stop for a moment, get out the camera and wait a moment. Took some photos (one of them see next page), stowed everything away, helmet on, engine on and again Gaaaaaaas!!! One after the other I could overtake. One machine, at first I didn't know who it was, hitched up to me and we chased up the great track together. At a small building site traffic light we reached the top and went on. After he had looked at my motorcycle long enough from behind, Klaus overtook me - so it was him who

drove behind me. He was not much faster than me, but nevertheless faster. Werner passed me, of course. Upstairs then lunch break. After this, as usual, again more than 1 hour had lasted (one cannot change with such a big group just and one does not want to rush, although still some kilometres lie before one) it went downhill again. On small to middle and at first also uneven roads we went west. Although the roads soon got better again, but unfortunately there was always dirt, grit or other things on the road, often in the curves, so that you had to drive very carefully and fully concentrated. When I had driven the track a week before, it was much cleaner! After we finished this section and did the steep descent into the valley, a part of the group drove directly back to the hotel, because the route up to here was too stressful for them and in addition the "Thunder in Paradise" from Oberstaufen had announced their visit for 6 pm. The rest went with me via Avio to the Monte Baldo and could enjoy the beautiful view of the Garda Lake on the Bocca di Navene. After a cappuccino break, we went down the 25 km long, scenically beautiful downhill run to Mori. There the traffic from Rovereto to Riva del Garda hit us again! Around 18.15 o'clock we finally arrived at the hotel.

Saturday, June 1st, 02.06.02, 09.00

a.m.: again we started punctually, but this time with a smaller pack, because some of us wanted to have a "comfortable day" (which was about 200 kilometers long in the evening!) after the experiences of the day before. The hint from me: Then at least the route from the Idro Lake to Gagnano at the Garda Lake - it's just great!



So the rest of us set off north. In Arco we immediately turned off into the area of Monte Bondone and got an impression of the strains the riders of the Giro D'Italia had to endure two days before. To overcome 1100 height metres on a length of approximately 12 kilometres is already very exhausting if one is on the way by bike. For us it was already "a little" easier there. At the top of Monte Bondone, a cappuccino break and then **the 42 hairpin bends down to Trento** (see photo), then on to Mezzolombardo. The following way up to Fai would have been something for our knee slider fraction! On 9 kilometres a wide, well developed road with wide hairpin bends and other well visible curves - let's go! Further via Molveno, Stenico and Tione we came to the Idro Lake. From there we quickly reached the top of the pass and took another left turn, a few kilometres long (very beautiful landscape!) and then we could continue along the reservoir towards Lake Garda. **To make it clear once again: This track (about 11 kilometers long) shows the most beautiful exchange rate curves I know! And I really know a lot of routes! From left to right and again to the left you drive and drive and you think "this never ends!" Simply a dream!** At Lake Garda shortly to the north we went up the mountain again to Tignale, cappuccino break. Via Tremosine and Limone we arrived back at the hotel around 18.00 o'clock (after all we had really taken our time that day). A beautiful day!

Sunday, 2nd June 2002, 09.00 a.m. return trip "Which way?" "So, first again via Molveno to Fondo, then over the Mendel Pass and from Bolzano the high road via Mölten and Haflings to Merano, Timmelsjoch, Hahntennjoch, Sonthofen." No protests, let's go. Up to Fondo and the ascent to the Mendel Pass everything went smoothly. But then suddenly there was a big, fat bus with Landshut license plates heading downhill. As far as I know, the Mendel Pass is closed for buses! But unfortunately it could not be changed. At each of the narrow bends it had to let the oncoming traffic pass and then use the full width of the road. At some hairpin bends he hit the back and scraped with the bus over the asphalt - great, the owner will be happy! Overtaking was out of the question in this area, so slow, slow, gaaaanz laaaaaa slowly behind. At a small parking bay I got "fed up" and said STOP! Pause! Wait until the bus is gone! I want to drive down here and not walk! But Wolfgang, Remo and Brösel drove on and waited for us downstairs. The trip over the Timmelsjoch and further went without problems. Stop! Harald almost wanted to beat me to death, because after the gas stop I had the audacity to push for departure. In the end it went on. In Sonthofen everybody arrived safely (more or less - see Martina).

Side note:

Another note for Al and Brösel: The route via Mölten and Haflings is 34 km long, the direct route to Meran 17 km. The "detour" is thus a proud 17 km and thus - benevolently estimated - took a maximum of 30 minutes longer than in the valley. But up there it was certainly much cooler and more beautiful!

In conclusion, it can be said that everyone had a lot of fun - me too! Hopefully everyone will confirm that the routes were very nice. For some of you it might have been a bit too long, but there was the possibility to take a short cut and everybody could inform himself about the planned route with the help of the road book and decide for himself if he wants to come or not.

Of course I have worked very hard - in some things I am a perfectionist. But it was fun.

Conclusion:

IT WAS BEAUTIFUL!!!!

A tip for future tour guides:

Taking breaks is very simple! Take Alex with you and everything goes by itself! How? Very simple! If you stop briefly to wait for the rest of the group, Alex has probably already taken off his helmet and lit the cigarette. If the others come and see that someone is already smoking, it means: engine off, helmet off, PAUSE! You are powerless against certain automatisms. When driving on, it is the other way round! When the signal to leave is given, you only have to concentrate on Alex. When he has his helmet on and the Varadero is running, you can drive off without hesitation. The others are guaranteed to be ready.