

Superrandonnée: Ötztal Rundfahrt

1. Rules of Superrandonnées

Introduction

The Super Randonnée is a permanent route, ridden at the initiative of the participant. Riders choose their start date and time, how they get organized, what they put in their bags, how they manage their time, if they sleep at the hotel or in a sleeping bag or not at all. Regarding their own organization, they have no other obligation than to make the overall time limit according to the option chosen (Randonneur or Tourist) and to do the ride without the support of a vehicle. Each of them is responsible for validating his/her passage at the controls. In short, they can and have to handle things all by themselves. The spirit of the Super Randonnée is based on freedom and maturity of the riders.

What are Super Randonnées?

Super Randonnées are permanents which are organized, verified and validated by Audax Club Parisien. They are located in mountainous areas.

The length is about 600 km (373 miles) and the total amount of climbing is over 10.000 m (32.800 feet).

At registration, each rider selects to ride a Super Randonnée either as a Tourist or as a Randonneur.

- Tourists have to complete the SR at a minimum average of 75 km per day.
- The time limit for Randonneurs is 60 hours.

Being permanents, Super Randonnées can be ridden at any time of the year, provided the roads are open. Please make sure that they are before starting.

About the Riders

Super Randonnées are open to any amateur cyclist regardless of cycling affiliations. Each rider must be covered by liability insurance. Any rider under the age of 18 must have the consent of a parent or legal guardian.

Any form of human-powered vehicle is acceptable.

Riders are allowed to ride either alone or in a group.

After registration, riders will receive a personal SR card and a frame badge. Both need to be kept with them throughout the ride. On the card, the requested information (name, first name, address etc.) must be completed before the start.

Riders' Duties

Each rider must be self-sufficient. Support vehicles, even occasionally, are totally forbidden, on the course and at the control places.

Each rider is considered to be on a personal ride. The ACP cannot and does not accept responsibility for any accidents that may occur during a Super Randonnée. The rider must ride in accordance with all applicable traffic regulations and obey all traffic signals.

Riders must follow the route of the Super Randonnée. The organizer provides a detailed cue sheet (road book) indicating the location of the control places, and GPS-files.

Those who have registered as Randonneurs must start from the official starting point. As Tourists, they can choose any other starting point on the cue sheet.

Bikes must be equipped with front and rear lights attached firmly to the bike. During hours of darkness or other low-light conditions (rain, fog, etc.), lights must be turned on and a high-visibility vest must be worn, as requested by the French traffic law. Backup lighting system and headlamp are strongly recommended.

It is recommended to wear an approved helmet, light-colored clothes, and to carry a survival blanket and a cell phone.

Registration

Each rider must contact the organizer and send the registration fee at least 30 days before the intended ride. The riders can cancel their registration by sending back their SR card.

A card is valid until the participant has started. If he or she starts and abandons, the card is no longer valid for another attempt.

In the Randonneur option, riders must declare a starting date and time at registration. It is possible to change the date and time after registration by informing the organizer of the new date and time, but only up to at least a week before the start.

In the Tourist option, riders do not have to specify a start date. However, if they plan to start from another point than the official starting point, they must notify the organizer of their starting point.

Control and Homologation

Both Tourists and Randonneurs must note on their card the start and finish date and time (day, hour, minute), and the time of passage at all intermediate control places (hour, minute).

They must prove their passage at the control places by taking a picture of their bike at the place designated by the organizer. For each Super Randonnée, the organizer provides detailed information about the places where to take the control pictures. These information can also be sent by e-mail. The rider can appear on the picture, but not without his or her bike.

If circumstances permit, riders can have their card stamped at an establishment located at the control place, instead of taking a picture. The stamp must show the name of the control place, otherwise it is no valid.

Missing pictures (if no replaced by stamps), missing control times, or loss of the card (regardless of how far into the ride a rider is) will result in disqualification.

Each participant is required to personally complete his or her SR card. Each participant must personally provide the organizer with all the control pictures requested for his or her homologation.

Secret controls may occur at the start and during the ride.

Those riding as Randonneurs and finishing in more than the allotted time will be homologated as Tourists, provided they have validated all controls and observed the present rules.

After the ride, participants must return their SR card to the organizer, together with the required pictures. The pictures can be sent as electronic files.

The SR card will be returned to the rider after it has been verified and a homologation number has been assigned. Homologation numbers are issued in chronological order, including both Tourists and Randonneurs. The list of the homologated riders will be posted on the ACP Web site in chronological order. Super Randonnées are not competitive events. Riders are not classified by performance.

Notes

A Super Randonnée cannot be counted as participation in, or as credit for another event held in conjunction with the Super Randonnée.

A Super Randonnée cannot be held both at the same time and on the same course as a BRM of 600 km.

Super Randonnées being permanents, the organizer has the obligation to offer them throughout the year (provided the roads are open to traffic). If the organizer wants to set a date for a Super Randonnée, he may do so, provided that the rules are respected. In particular, he is not allowed to offer motorized assistance, even occasionally, nor to perform control operations instead of the riders. He must offer the two options, Tourist and Randonneur, and he must not impose any time schedule to the riders.

It is expected that those riding a Super Randonnée agree that their name will be published by the ACP. In any case, their identities will not be used for commercial purposes and will not be transmitted to third parties.

It is also expected that those riding a Super Randonnée fully accept these rules. Any fraud, cheating, or deliberate violation of these rules will result in the exclusion of the rider from all ACP events. The rider may appeal or complain in writing (including by e-mail) to the Board of Directors of ACP, which will then render a final decision.

2. General Information about Superrandonnée

Route characteristics: In order to qualify as a superrandonnée, a track must have a minimum length of 600 and a maximum of 618 kilometers and must include at least 10,000 altitude meters. The time is based on the altitude - our route with a little over 10,000 altitudes can be completed in the Randonneurs version in a maximum of 60 hours.

In the tourism variant you have to cycle at least 75 km every day, so you have 180 hours (8 days) in total.

Permanente: Super randonnées are not offered as brevets, but as permanent. This means that they can basically be ridden all year round. Because of the winter locks at the Ötztal-Rundfahrt, our Superrandonnée can only be ridden between the end of May / beginning of June and the end of October.

Super Randonnées do not count as a qualification for Paris-Brest-Paris.

The registration for a homologation must at least four weeks before the start, so that we can order the necessary documentation from France in due time.

3. Overview Ötztal Rundfahrt



Start and Finish: Brixen, Station

Length: 613 km

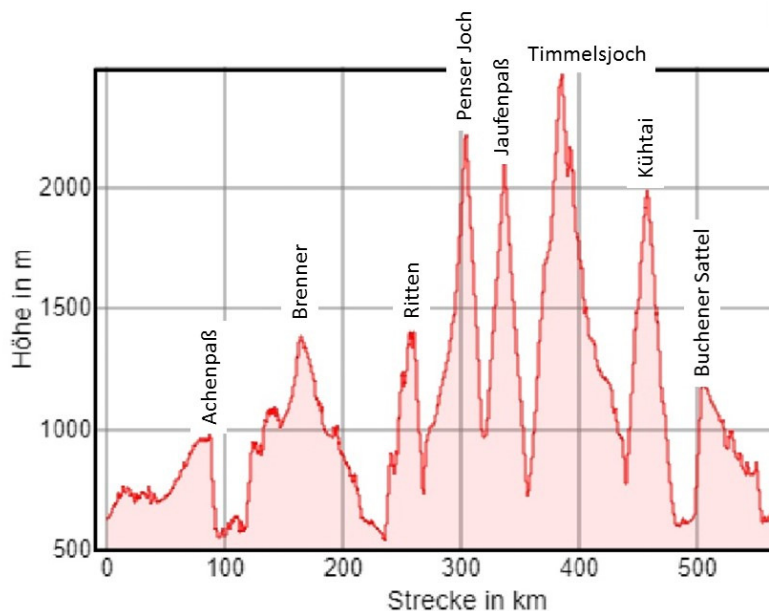
Altitude: appr. 10.500 Hm

Max time Randonnée: 60 hours

Max time Touristic: 8 days (75 km per day)

Major Climbs:

- Ritten (1.220 m, 21 km, 700 Hm, länger mit 15%)
- Penser Joch (2.211 m, 33 km, 1.900 Hm, max. 10%)
- Jaufen Paß (2.094 m, 15 km, 1.200 Hm, 9%)
- Timmelsjoch (2.509 m, 29 km, 1.800 Hm, max. 12%)
- Kühtai (2.017 m, 18 km, 1.200 Hm, max. 16%)
- Buchener Sattel (1.256 m, 9 km, 650 Hm, 10%)
- Achenpaß (941 m, 40 km, 800 Hm, max. 6%)
- Brenner (1.374 m, 43 km, 800 Hm, max. 12%)



4. Route Description Ötztal Rundfahrt

The hype surrounding the Ötztal cycling marathon is getting bigger and the expensive starting places are always out of print shortly after opening the registration. Only the very hard guys, who fall down in the pulpit of the 4,000 starters from Sölden to Ötz, have a lot of pleasure in arriving there, and then they realize that the Kühtai is completely cramped with cyclists.

What were these still times when we were able to tackle the Ötztales 25 years ago with 150 starters in Natters.

If you would like to have it a bit quieter, but a bit more challenging, you can start the Ötztal tour, which offers a few more nice trips and downhill runs besides the complete Ötzi.

The start is at the train station in Brixen.

From Brixen we go directly to Waidbruck and the small road winds right up steeply to Barbian. Only a few shallow passages allow a breather to reach the top of the chute. For the drudgery, however, we are rewarded with fantastic views on the Rosengarten.

At the entrance sign Klobenstein we make a control photo, or look for a resting place in Klobenstein / Ritten, Oberinn or Wangen.

From Wangen it goes steeply down into the beautiful Sarntal. Depending on the time of day we expect more or less traffic to Sarnthein at about 10% gradient, from there it becomes then again quieter and flatter. It is only from Weißenbach that the actual climb begins with a continuous 10% up to the Penser Joch. After strengthening in the guest house with checkmark or control photo it goes then long down to Sterzing.

Shortly we drive in the valley to Gasteig and then crank up the Jaufenpass. After 15 km we reached the pass height, shoot again a control photo or ask in the kiosk for a stamp and then go down to the long descent to St. Leonhard.

Here it is to be reckoned: The Timmelsjoch is blocked after the Hotel Hochfirst to the toll station from the evening from 20:00 till 7:00 clock. For the 30 km long driveway with an average of 10% you should schedule at least 3 hours, preferably 4 hours. If you reach St. Leonhard later than 16:00, you should definitely look for a sleeping place or in the Gasthof Schönau Tel. : +39 0473 647051 or Gasthof Hochfirst Tel. : +39 0473 647040.

At the top of the Timmelsjoch, you will be gazed, warmly dressed, and you will have to check the passage before heading down into the Ötztal.

In the Ötztal we cycle downhill, only by car and motorcycle riding to Ötz. Turn right at the roundabout to the Kühtai. The next 18 km is always uphill, sometimes 10% and just before the dam also with 16%. In the Bettenburg on the Kühtai we paused at the check before it went again downhill to Kematen in the Inntal.

In the Inn valley we drive to Telfs and then through 10% up the beech saddle. At the entrance to the Inter Alpenhotel we quickly shoot a photo and over small roads then we go over Mittenwald, the Geisterklamm, Wallgau along the Walchensee to the Ursprungsstel with the obligatory control photo.

Kochel is quickly reached and via Benediktbeuren, Beuerberg, Moni's Cafe (best cake far and wide!) Wolfratshausen is soon reached. Through the Pupplinger Au we go up to the last climb up the Schäftlarn mountain to Großdingharting and shortly thereafter we Oedenpullach, the most northern part of the tour.

From Oedenpullach it goes over small roads to Bad Tölz and from there over Geißach to Lenggries, always the mountains before the eyes. Shortly thereafter we follow the cycle path to the Sylvensteinspeicher and crank up without significant gradients to Achenkirch where we pick up a checkmark in the bakery Adler. On the road blocked for car traffic, we go directly to the lake Achensee to Maurach, only a few barriers (caution!) stand in our way.

We then descend steeply downhill to Jenbach and then snake along the northern side of the Inn valley until shortly before Innsbruck. Now the first, longer and steep climb over Tulfes, Lans to Patsch awaits us. We continue on the old, little-used Brennerstraße to St. Peter, where after a few ups and downs we take a photo-stop for inspection.

Soon we reach Matrei and continue on the Brennerstreet to the Brenner pass. Shortly afterwards we leave the federal roads and follow the Brenner cycle path to Franzensfeste. Continue downhill over Bressanone and we are back home..

5. Useful Informationen about Ötztal Rundfahrt

5.1. Start

The Ötztal round trip should only be undertaken in good weather conditions. In bad weather, snow can also be expected on the passes during the summer months. Therefore, we strongly recommend that you start off in bad weather conditions and move the trip to days with better weather.

Due to the Timmelsjoch's winter break, the Ötztal route is only open between the end of May / beginning of June and the end of October. Please check the availability beforehand (ADAC, ÖAMTC).

5.2. Route Planning

Because of the night rest (20:00 to 7:00 clock) at the Timmelsjoch should the route division be well planned.

The first 300 km to Mittenwald are difficult, we climb about 7.500 m. The last 300 km are less difficult.

5.2. Crankset

We recommend a compact crank 50/34 with 28 to 32 teeth in the pinion pack or triple crank.

5.3. Equipment and food

In the Alps one must always expect weather changes. Therefore, clothes and warm clothing (gloves, leggings, warm jacket, helmet) must be included in the pack bag.

Meals can be found on every pass and in every valley during the day. On the other hand, you must cover the night with enough liquid and food.

Because of the long descents necessarily spare brake shoes with you!

6. Controls

Each control point must be documented by means of a photo.

The wheel has to be photographed with a frame sign and, if possible, with a driver at the exact location, these are usually the pass markings at the Ötztal tour. In the photos the recording time must be documented.

Detailed instructions for the location of the photos are given to each participant with the starting documents.

The control photos can be sent as a CD, USB stick or SD card to our address or can be uploaded to a server (eg Onedrive, Google, Amazon, Dropbox, rapidshare, wetransfer etc.). Please, please, please the appropriate link zumailen.

If a photo is not possible, a stamp with signature and date / time can also document the passage.

In the absence of a control photo / stamp or in case of loss of the brevet passport, the brevet can not be evaluated!

Please check before the start, whether the time of the camera is correct and the battery is sufficiently charged.

1. Start Control Brixen

Train Station Brixen: Foto with station clock at the entrance



2. Klobenstein (Ritten) km 35

Foto with sign Klobenstein.



3. Penser Joch, km 87

Foto with pass sign



4. Jaufen Pass, km 120

Foto with pass sign



5. Timmelsjoch km 187

Foto with pass sign



6. Kühtai km 240

Foto at busstopp (near church)



7. Buchener Sattel km 289

Foto at sign "Interalpen Hotel"



8. Kesselberg km 333

Foto at NN sign



9. Deisenhofen km 394

Foto with station clock



10. Achenpaß, km 465

Bakery/Cafe Adler

Achenkirch 372, 6215 Achenkirch

Open from 5:30 Uhr to 13:00, 14:30 to 18:00 Uhr, Sunday 7:30 to 9:30 Uhr



11. Brenner, St. Peter km 530

St. Beter am Brenner

Photo in front of history board of the municipality Ellbogen at the municipal office St. Peter



12. Finish Brixen, Train Station km 613

Train Station Brixen: Foto with station clock at the entrance



7. After the Brevet

The completed and signed Brevetcard send by mail (pre-inscribed envelope you have received together with the Brevetcard and the frame number) to:

Jörg Kurzke
Dreimühlenstr. 7
D-80469 München
Germany

Upload all control photos to a cloud storage (Wetransfer, Dropbox, Google Photo, Onedrive etc) and send the link to:

info.aramuc@gmail.com

After the homologation you get back the Brevet card with the homologation number.