

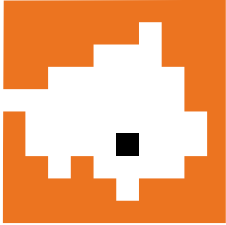
# PROVINCE OF TREVISO

## MONTELLO CYCLING LOOP AND CONNECTING LINK ROADS



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## THE MOST BIKE-FRIENDLY PROVINCE IN ITALY

In a polycentric area such as the province of Treviso, the bike represented the only means of connection and transport for many generations. Over the years, economic, social and technological evolutions led to the prevalence of motorised transport, but the bicycle still remains firmly in the hearts of the trevigiani (Treviso local inhabitants) and has changed from being a necessity to an authentic passion.

So it should be no surprise that the province of Treviso has been the birthplace to one of the major names of cycling: Ottavio Bottecchia. Born in San Martino di Colle Umberto on 1 August 1894, he was the first Italian in history to win the Tour de France. He became an overnight legend, partly thanks to his mysterious death during training in June 1927. What we have left of his victories are contemporary reports and the fascinating, faded black and white photos.

The climate and composition of the land and consequently the characteristics of the routes make the province of Treviso, particularly in the region of Pedemontana and Montello, an ideal place for cycling.



**Leonardo Muraro**  
President Province of Treviso



## ITALIAN CYCLING FEDERATION TREVISO REGIONAL COMMITTEE

Whoever wants to train or explore our province by bike will immediately realise how much this sport is part of the daily life of the trevigiani. During the week you are likely to see professional cyclists, amateurs groups, juniors, youth and under-12s training hard on our roads. You are equally likely to come across groups of cycling enthusiasts you can link up with, enjoying the opportunity to make new friends.

On Sunday mornings, especially, going out for a bike ride is something of a ritual: it is impossible to calculate how many cyclists, often in large groups, invade the streets of Montello and who spread out over the hills of Pedemontana, some of them even battling the impervious climbs of Monte Grappa, Monte Tomba, the Pianezze and Cansiglio.

With this in consideration, and more specifically to improve one of the best known and best loved sporting and leisure activities of our territory, the Treviso Regional Committee has decided to renew its commitment to supporting, promoting and boosting this sport that has its roots in the heart of the Treviso province and is part of the social and cultural fabric of the region.

### **Ivano Corbanese**

President of the Cycling Federation  
Treviso Regional Committee



## PREMISE

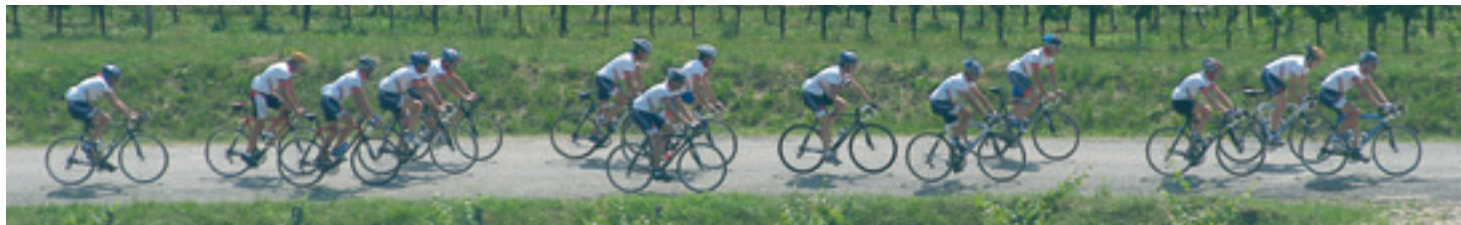
### "Montello Cycling Loop and Connecting Link Roads"

The cycle routes suggested here are specifically for competitive sport on the roads and are thus aimed at competitive cyclists, or rather at: sports teams (Youth, Juniors, Under 23s, Elite and Professionals); cycling enthusiasts, meaning the category of cyclists not recognised as competitors by the FCI (they have their own competitions, such as the Gran Fondo, for which physical preparation and appropriate training to

a competitive standard is a must); and advanced touring cyclists (meaning cyclists who do not compete, but who have nevertheless reached a high level of fitness).

The sports teams taking part in training sessions, the enthusiasts on a cycling holiday involving the discovery of great cycling areas, and the touring cyclists discovering new and enjoyable itineraries

can all find excellent cycling possibilities on these routes and their corresponding structures. The main circuit in this guide is the Montello Cycling Loop (A), where the cyclist can find the ideal terrain for all kinds of training, while in the neighbouring villages and towns s/he can take advantage of the services available, which include: technical assistance, hotels, and shops specialising in cycling clothing and accessories.





There are four other itineraries, called 'link roads' that begin and end on the Montello cycling loop: the Monte Grappa link road (B), the Pianezze link road (C), the Molinetto della Croda link road (D) and the Cansiglio link road (E).

The starting points are not always the same as the finishing points on the link roads. It is up to the cyclist to choose which route to take in order to get back to the starting point, taking into consideration his/her physical condition and training requirements.

In order to guarantee that cyclists enjoy the routes fully, according to their individual needs, the routes are signposted with distances given in kilometres, technical characteristics and different grades of difficulty.

They are all on asphalt roads and are equipped with appropriate indications. They mainly wind along secondary roads, so there is not much traffic. They all contain something of interest of an environmental, landscape or historical nature.

## TECHNICAL ADVICE

Considering the specificity and the technical characteristics of the routes, the cyclist should have appropriate cycling material. Above all, you need a road racing bike, and you are strongly advised to carry out an in-depth check on the state of the components (brakes, chain, fittings ...) before setting off, as well as the condition of your footwear, such as shoe plates.

You can also use mountain-bikes and city-bikes, as long as they are properly fitted out (we suggest at least a double gear ratio, freewheels with seven sprockets and, for mountain-bikes, road wheels).





You should also take the season into consideration and wear appropriate clothing. It is true that although the zone enjoys a good climate - the Pedemontana does not suffer the humidity of the plains and therefore fog is very rare - there is a big difference in temperature from season to season.

In winter, the temperature can drop below zero for days and the roads in more mountainous areas can be covered in snow. For those wanting to train both on the plains and in the hills, remember to wear suitable clothing: wind- and waterproof jacket, jersey, tights, gloves and overshoes. Spring and early autumn have milder temperatures and the central hours of the day can even get quite hot, varying between 18 °C and

24 °C. At these times of year, it is still a good idea to dress sensibly: shorts or knee-length cycling shorts, a long-sleeved jersey and don't forget a waterproof jacket. Summer is decidedly hot. During the hottest hours of the day, temperatures can reach 35 °C. In summer it is important to wear light and breathable clothing: short-sleeved jersey and shorts, though for those wishing to cycle along the itineraries with the highest peaks (Monte Grappa, Monte Tomba, Pianezze, Cansiglio), don't forget to pack a windproof jacket to face the descents (in the early morning, the temperatures are still low) and the cool wind currents. All cyclists should wear a protective helmet and sunglasses.



You must eat at least two hours before setting out, particularly carbohydrates and not too much protein or fat.

We remind cyclists to take electrolyte (sodium, potassium, magnesium and chlorine) sports drinks and solids (energy bars) to keep the levels of glucose in the blood constant.

Before setting out, you might want to eat fructose or simple sugars in the form of fruit.

As has already been mentioned, the routes are suitable for competitive training and this is why it is better if the cyclist has passed a medical examination before attempting them and has a cardio frequency machine to constantly check how much effort the body is being put under.

## CYCLING IN THE PROVINCE OF TREVISO

Thanks to its popular roots, nowadays cycling is the best loved sport in the Treviso area, so much so that Treviso is thought to be the most cycled province in Italy.

*To give you an idea of the popularity of this sport in the region, here are a few figures: every year the Regional Committee of the Italian Cycling Federation has almost 5000 members (including over 600 competitive cyclists), with a total of approximately 170 clubs and 250 organised races (with 30,000 participants), of which 170 are for competitive cyclists only (with nearly 14,000 participants!). Finally, there is also the Udace Regional Committee, which has around 70 member clubs.*

In the province of Treviso there is currently a professional team: Team Miche. Up until last year Fassa Bortolo, the world team leader, had its headquarters here.



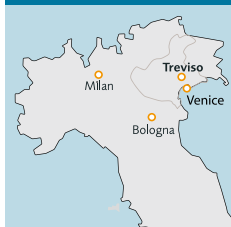
Another of the world's greatest clubs, Liquigas, has its headquarters in the province. However, we should not forget some of the most prestigious amateur Italian clubs who have filled their trophy showcases in World Championships, such as U.C. Trevigiani (established way back in 1913 and still leading the way), Zalf Désirée Fior, from Salvarosa di Castelfranco Veneto, Marchiol Ima Famila (a Liquigas team). Also deserving a mention are Permac Bristot Team Bibanese, Termopiave Meccanica 2P Cassolato and Mangimi Damaplast VC Orsago.

Furthermore, in the Marca Trevigiana female cycling has flourished with one of the strongest teams in the world in their category: Safi Pasta Zara from Crocetta del Montello, a club that has won world titles both on track and on the road on numerous occasions. There are other equally important clubs in the youth sector: Cicli Zanella Piemme Safi, Top Girls and Verso l'Iride. The province of Treviso has often been the site of Italian amateur championships. The Italian Professional Championships were held in Montebelluna in 1985. The World Championships took place in 1985 and 1999 in Treviso and Giavera del Montello respectively.

In 2002, the province of Treviso hosted the Settimana Tricolore (Tricolour Week), holding the Italian Under 23s Championship (on the streets of Montello), and the Professional Championship (circuit beginning and ending in San Vendemiano). In 2008, the World Cyclo-Cross Championships will be held at the 'Bandie', once the site of a quarry and now home to a sports centre. In Castello di Godego there is a permanent Mountain Bike track, illuminated for evening races and training sessions, equipped with all the necessary facilities and one of its kind in Italy.



## WHERE IS THE PROVINCE OF TREVISO?



Located in the Veneto region, in the North-East of Italy, just a few kilometres from Venice, the Province of Treviso can be easily reached by:

**Motorways:**

**A27 VENICE-BELLUNO**

(exit at Vittorio Veneto North and South, Conegliano, Treviso North and South, Mogliano Veneto)

**A4 TURIN-TRIESTE**

(exit Cessalto)

**Airports:** A. Canova (Treviso)






M. Polo (Venice)

**Railway lines:**

Venice-Udine, Venice-Belluno, Vicenza-Treviso



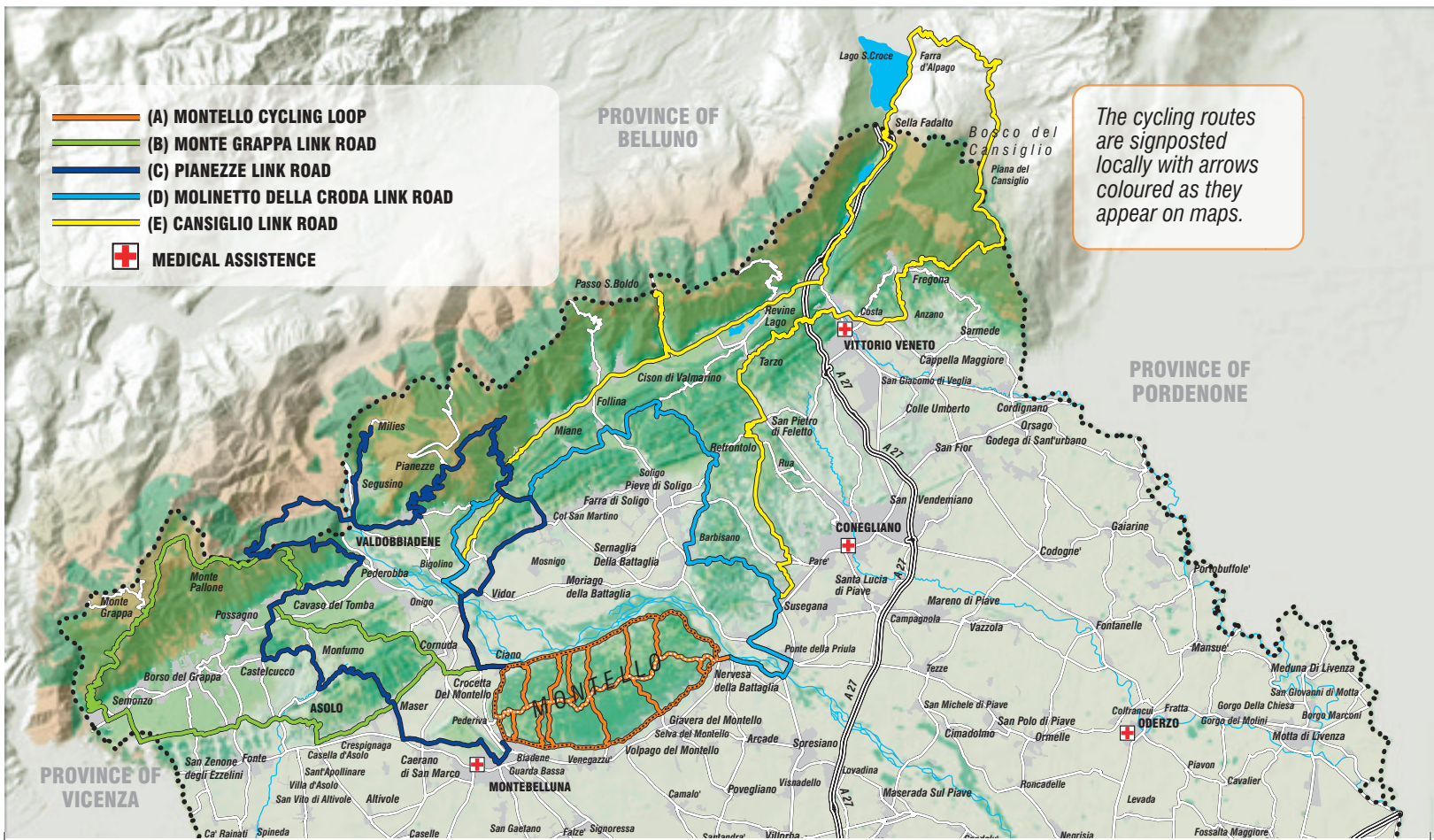


-  (A) MONTELLO CYCLING LOOP
-  (B) MONTE GRAPPA LINK ROAD
-  (C) PIANEZZE LINK ROAD
-  (D) MOLINETTO DELLA CRODA LINK ROAD
-  (E) CANSIGLIO LINK ROAD



**MEDICAL ASSISTANCE**

*The cycling routes are signposted locally with arrows coloured as they appear on maps.*





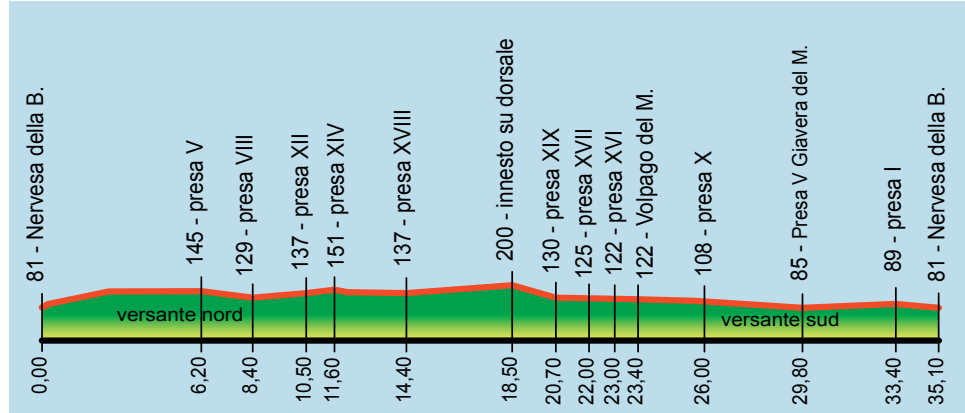
## MONTELO CYCLING LOOP (A)

Montello is situated with the Treviso countryside to the south and the Pedemontane slopes to the west, and bordered on the north and east by the Valle del Piave. Due to its hilly contours, it is ideal for cycling practice. It presents good visibility along its entire perimeter. The 'Periplo' route is on the north side and because of its magnificent view of the valley of the Piave, is also known as the 'Panoramica'. The 'Dorsale' unwinds across the summit travelling east to west. A series of numbered roads, called 'links', that start from the north and south sides of the Periplo, wind their way along the Dorsale. This network of roads offers various possible routes. The Montello cycling loop is suitable for all types of training.

### THE PERIPLO

The Periplo (orbital road) is a virtually flat route, a little over 35 kilometres' long and marked by ups and downs in the northern

part. The minimum quota, at Nervesa della Battaglia, is at 81m above sea level, whilst the maximum, at the junction of the Dorsale ridge road, is at Biadene, 200m above sea level. It is a perfect route for a good warm-





- Periplo
- Dorsale
- Links
- Technical Assistance
- Medical Assistance
- Parking

up; it is perfect, in fact, for being cycled with low gears that permit a rhythm of around a hundred revolutions per minute (rpm), but given its characteristics it is also suitable for the first training sessions of the season.

## THE DORSALE

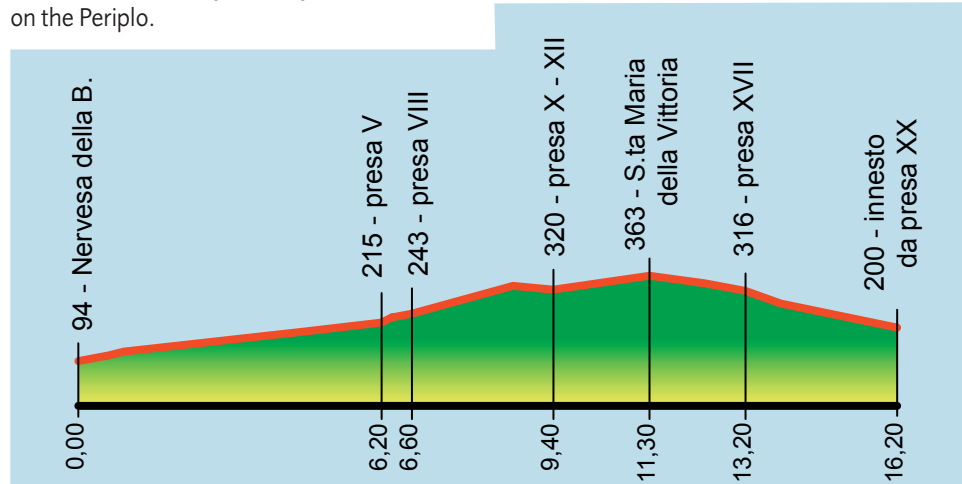
The Dorsale (ridge road) spreads from east to west on the crest of Montello and much of it traverses the wood. The western part (from Biadene or Ciano del Montello) has a much shorter climb and is therefore more taxing than the eastern one (from Nervesa della Battaglia). Leaving Nervesa della Battaglia (at 81m above sea level), after just over 11km, on the top of Montello and at 363m above sea level, you reach Santa Maria delle Vittorie, where the climb splits into two parts.

The first, at the Ossario dei Caduti, starts off with gradients of around 10-12% and therefore 39x19-18 gears are advisable. Then you reach a stretch of ups and downs with lots of curves, where 53x16 higher gears could be used, until you come to the crossroads with Link V, famous for its Motocross track.

12 From here you enter the untouched heart of

Montello Wood. The climb recommences, but this time it is more gentle and constant so you can continue with relatively high gears: 39x16-17.

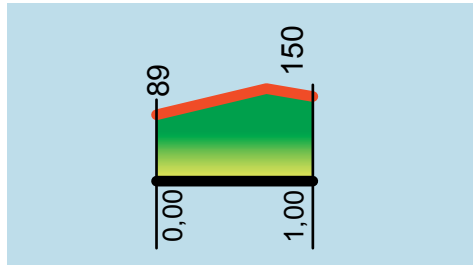
At Santa Maria delle Vittorie there is a drinking fountain - an obligatory stop for all cyclists - where you can quench your thirst with the wonderfully fresh drinking water. The descent is easy, allowing you to use high gears, and does not have particularly steep sections. At the end you find yourself back on the Periplo.



## THE LINKS

The Links, which offer the cyclist climbs of various difficulties, are situated along the Dorsale. They reach different heights and have equally different gradients. The higher the arrival level, the longer they are and generally, given the composition of the places, they have much steeper gradients in the initial stage of the climb.

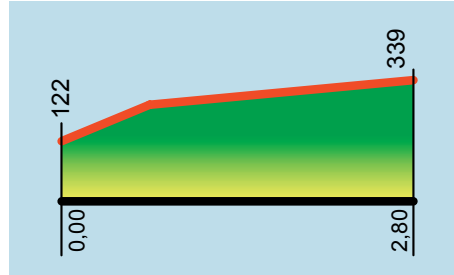
### Link I from the southern slope



It is little more than a sprint, measuring 1km with an average gradient of 6%, and takes you to the site where the aviator Francesco Baracca was shot down. There now stands

a commemorative monument to him. The landscape is unusual and – due to its vegetation – resembles an Alpine pass.

### Link V from the southern slope



You leave from Volpago del Montello and head in the direction of Nervesa della Battaglia, following the southern strip of the Periplo. The route flanks the Canale Brentella, an artificial canal dug during the dominion of the Venetian Republic. It has a very rapid current that during summer helps cyclists withstand the heat. After about 4km, you reach the crossroads where, turning left, Climb V begins. The climb, which enjoys excellent and

constant exposure to the sun, begins immediately and continues. Here you need an extremely low gear - 39x19 - and to stand on your pedals.

Even whilst concentrating on making the maximum effort, the cyclist should spare a poignant thought for the tough challenge that took place on these slopes, that were cycled an astonishing eighteen times in the 1985 World Cup, between the Italian Moreno Argentin and the American Greg Lemond, who finished third and second respectively, pipped just a few hundred metres from the finishing post by the Dutchman Joop Zoetemelk.

The two-wheel enthusiast will also no doubt remember a then young Gianni Bugno, the unlucky protagonist of the amateur race, and of another youngster, who finished only fifth, but who just two years later would go on to become professional World Champion: Maurizio Fondriest.

After a few hundred metres and after going through a small village, the road appears to level out, but after going around a wide bend on the left, you come to a long straight 13

at the end of which the road becomes arduous again. It's time to stand back up on your pedals. This is how you face the most difficult stage of the climb, which finishes at the end of the straight just after a bend on the right where the gradient reaches as much as 15%.

From here onwards the route offers unexpected stretches of ascents alternating with apparently flat ground. You shift down the gears of the back sprockets, changing the gear ratio and the speed increases considerably. A highly trained cyclist can proceed with continual gear and rhythm changes. Those a little more out of shape



can nevertheless get up to high speeds with more sustained pedalling. The landscape also changes. There are no more houses, just the thick vegetation of Montello Wood. On this stretch, a lot of small dirt roads enter the woods, to the joy of mountain-bikers and joggers, in fact to the joy of anyone wanting to enjoy being surrounded by nature.

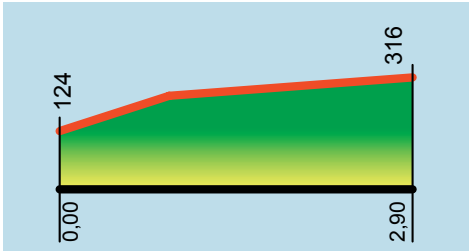
After 2.8km going uphill, close to the junction on the Dorsale del Montello, is the Gran Premio della Montagna.

### The 'Salita dei Mondiali'

No cycling enthusiast can resist taking on the legendary Link V, better known as the 'Salita dei Mondiali' (World Cup Climb). It was on these climbs that the World Cycling Championships road race took place in 1985 in Treviso, with the finishing line at Giavera del Montello. Link V was also ridden in the World Cup in 1999, in the time

trials, which began and finished in Treviso, but this time riding the circuit in the opposite direction. These days some of the most important amateur cycling races take place here, such as: the G. Bianchin Trophy, a splendid international race, which begins and ends in Paderno di Ponzano Veneto, and has been won by, amongst others, Giuliano Figueras (1997), Giorgio Furlan (1985) and Giuseppe Petito (1979); the Popolarissima, a national race that begins and ends in Treviso, and is also known as the 'Piccola Milano – San Remo dei giovani', as it takes place in concurrence with the important professional spring race, with previous winners including Fabio Baldato (1988), Silvio Marinello (1983) and Marino Basso (1966), and the famous bike maker Giovanni Pinarello (1942). The Popolarissima, which in 2005 celebrated its 90th year, is one of the oldest races on the national bike-racing calendar.

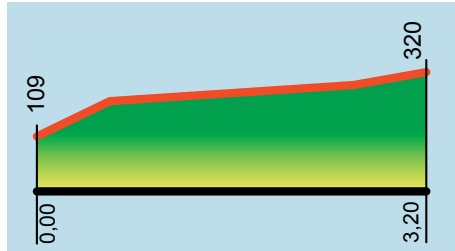
### Link X from the southern slope



This is the 'hardest' of them all. It's a little over 3km and although it has an average gradient of 6.6%, its initial stretch, about 1.5km in length, has gradients of 15-18%. Therefore you are going to need climbing gears; it is a good idea to have at your disposal a 39x23 and to be fairly fit. This stretch of road is particularly beautiful and much of it is in the shade of Montello Wood.

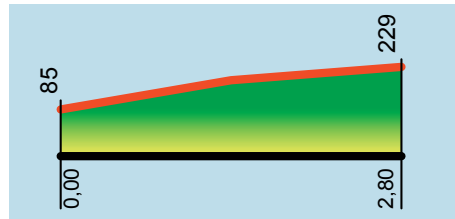


### Link XVI from the southern slope



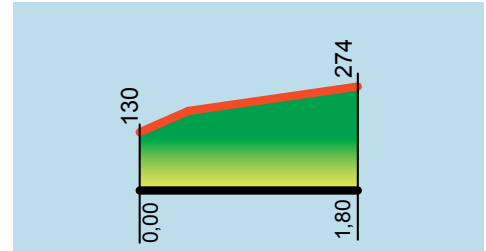
This is also a tough one. In just 2.8km, it presents a 217m rise with an average gradient of almost 8%. You will need low gears and to be in pretty good shape.

### Link XVII from the southern slope



In technical terms, this is very similar to Link XVI.

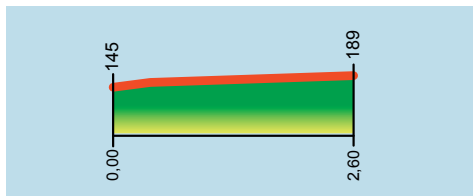
### Link XIX from the southern slope



This recalls the 'walls' of the northern routes. It is very short – just 1.8km – but has an average gradient of 8%, a hard and continuous tract to be faced using low gears: 39x21. It could be useful for the first climbs at the beginning of the season.

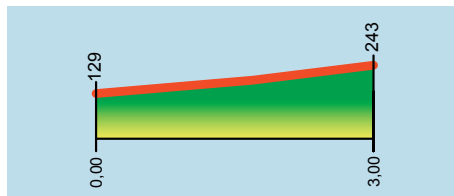


### Link V from the Panoramica



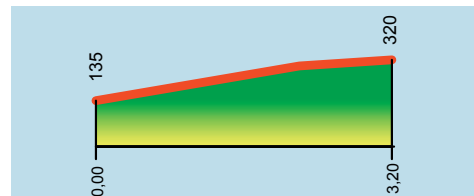
It is 2.6 km long, but doesn't have much of a height change: 44m, with an average gradient of less than 2%. It is characterised by constant ups and downs where you will have to stand up on your pedals. It is particularly useful for training at the beginning of the season to go on 'repetitive' runs which can be ridden – depending on your physical condition – using either low or high gears.

### Link VIII from the Panoramica



This is also good for training at the start of the season. Measuring 3km, it rises continuously without any brusque variations of gradient, the average being 3.8%. This means you can sit in the saddle the whole way, even when in low gear.

### Link XII from the Panoramica

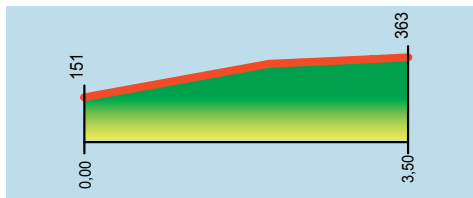


From here on in, the links start getting harder. This one has an average gradient of almost 6%, though the hardest part is at the start.



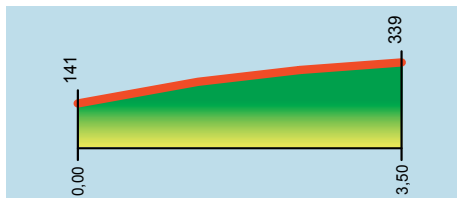


### Link XIV from the Panoramica



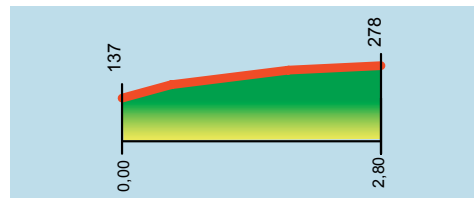
This is the final climb that cycling enthusiasts face in the Fondo Pinarello. It is one of the longest, measuring 3.5km, and reaches the highest point of Montello (Santa Maria delle Vittorie). The first stretch poses extremely taxing gradients; a fit cyclist can go up using 39x19-21 gears. The average gradient is just over 6%.

### Link XV from the Panoramica



Alongside the 'World Cup' one, this is the link that riders in training cycle the most. At 3.5km it is one of the longest and has an average gradient of under 6%. However, in the first stretch the gradient is much steeper, though you can still pedal it. For those in good shape, it is possible to ascend using a 39x19 gear along these stretches.

### Link XVIII from the Panoramica



It is short, just 28km, with little height difference, 141m, with a not too taxing average gradient of 5%. However, the first stretches of road, one of around 300m and the other about 500m, are truly arduous, with gradients reaching 18%. You will need low gears: 39x23-25, for the less fit, but even those who are in good shape will need to take on the first stage using a 39x21 gear.



#### WHERE TO PARK

Along the Montello Cycling Loop there are towns with ample parking from where you can set off on your training session: Ciano del Montello (church car park), Biadene (church car park), Volpago del Montello (sports centre car park), Giavera del Montello (church car park), Nervesa della Battaglia (council car park).

## PEDALLING THROUGH HISTORY

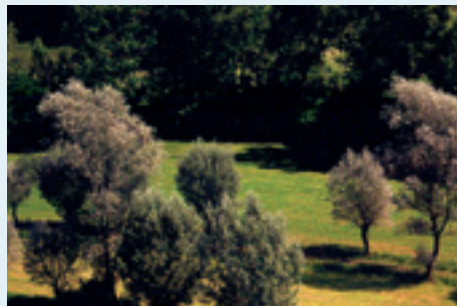
*The highest part of Montello is still covered by the luxuriant wood, full of oaks, which was once the exclusive reserve for replenishing the wood supplies of the Venetian Republic's Arsenal.*

*In those days, anyone caught chopping down a tree or killing a plant risked six months in prison, banishment or the galleys.*



*It was under the Venetians that, in 1791, the 'Dorsale' was built to facilitate the transport of wood. During the First World War, Montello was the site of epic battles and acted as a bastion against the Austrian offensive. The offensive was launched on 18 June 1918, at the Battle of Solstizio, commemorated today in the town of Santa Croce with a road, Link V, that bears its name.*

*Santa Croce is a pleasant town facing the Valle del Piave, where every day at*



*3pm the church bells chime the 'Inno del Piave' (the Piave Hymn). In Nervesa della Battaglia, at the beginning of the Dorsale, stands the imposing Ossario dei Caduti (burial ground for soldiers killed in battle), near which, at the top of Link I, you can find the monument to Francesco Baracca, the famous World War I pilot. Further ahead, almost at the top of Link XV from the northern slope, are the Osservatorio del Re (King's Observatory), from which the entire*



*Valle del Piave was observed, and the Colonna Romana (Roman Column), a marble obelisk that commemorates a victorious battle.*

*However, if you travel along the Periplo from Nervesa towards Volpago, at the height of the parish church of Nervesa della Battaglia you can admire the remains of the Abbey of Sant'Eustachio, where between 1550 and 1555, Monsignor Della Casa wrote 'Galateo'. In Biadene you can see the 17th-century Villa Pisani, owned by the*

*council, and now a music and drama school where musical and theatrical performances are staged.*

*Finally, there is Ciano del Montello, which for many years (1915-1919 and 1921-1926) was home to Gino Rossi, perhaps Italy's greatest contemporary painter.*





## MONTE GRAPPA LINK ROAD (B)

Don't be misled by the shortness of the Monte Grappa link road route.

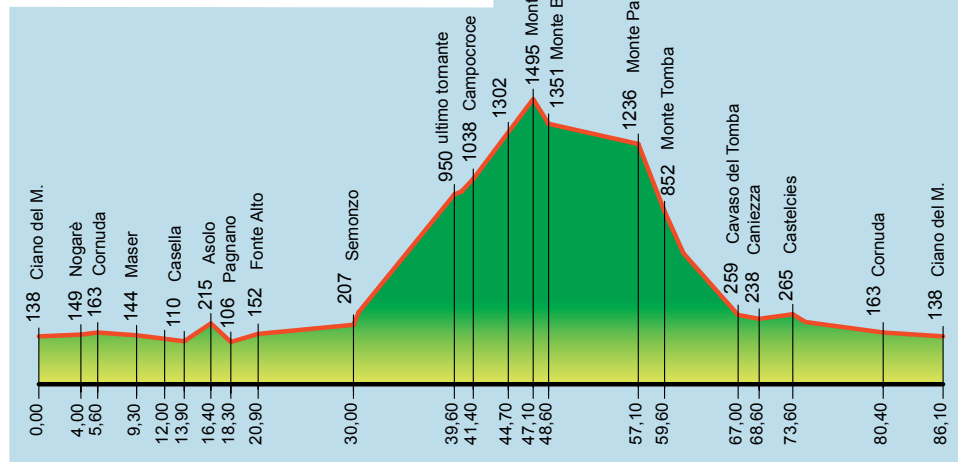
Although only 86km long, it has a long and arduous climb that calls for a fit cyclist with staying power. It runs from the plains to the mountain: the climb is at about halfway, between the fairly level initial and final stretches, where you will only find gentle ups and downs.




From an environmental point of view, this stretch is interesting due to the change of scenery and great variety of places you go through. In particular we would like to highlight the long panoramic stretches that you can enjoy, especially in the climb up Monte Grappa.

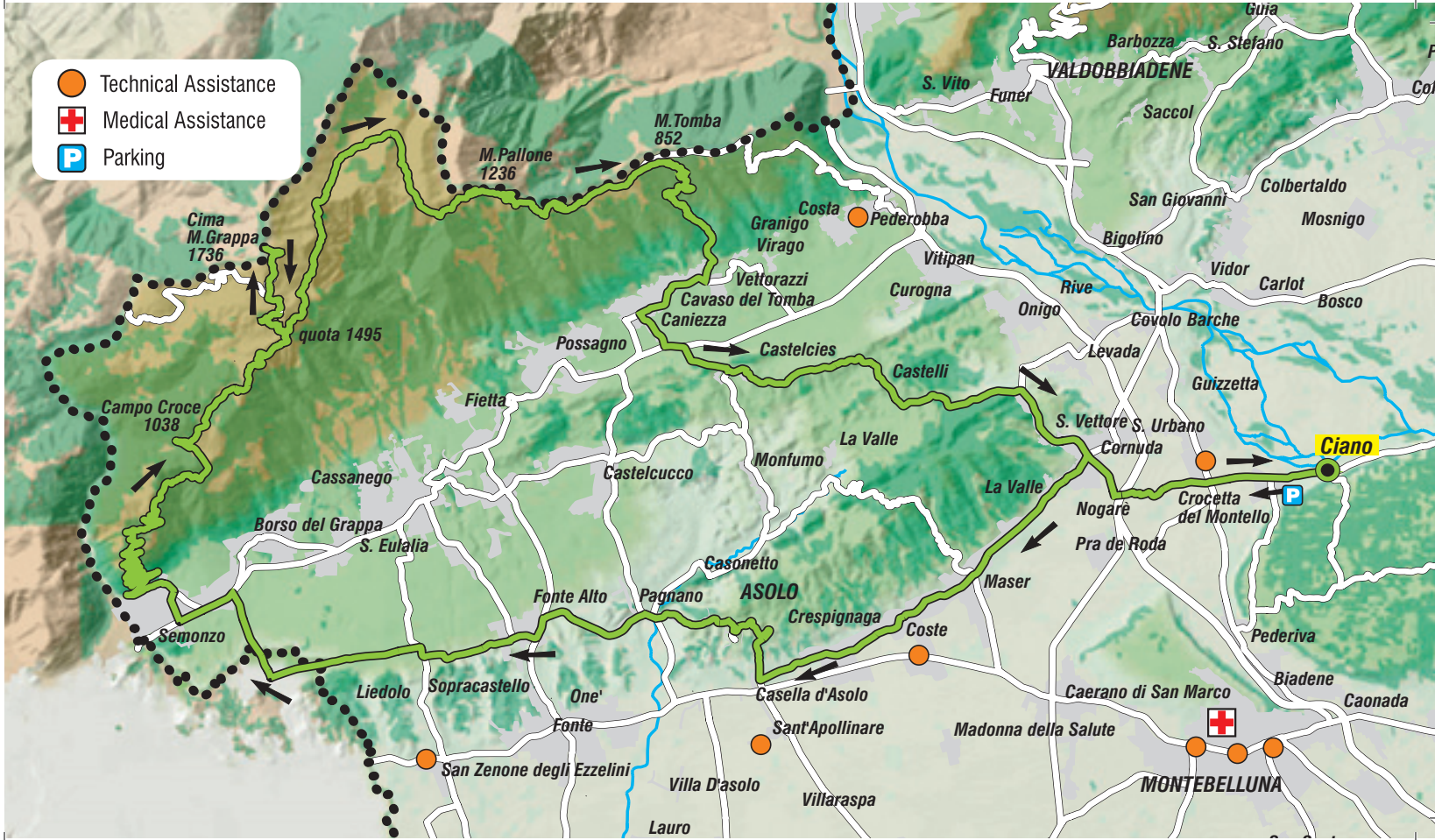
The route leaves and arrives at Ciano del Montello. Those arriving by car can find

parking in the large square in front of the church.

On average, this route takes about 3h 30'.



-  Technical Assistance
-  Medical Assistance
-  Parking



## THE ROUTE

You set off from Ciano del Montello, situated at 138m above sea level. Crossing Nogarè and Cornuda, you reach Maser, where, on the right towards the hill is the 16th-century Villa Barbaro, one of Andrea Palladio's most important works.

From here the road presents a light, but constant, descent until Casella d'Asolo, after 12km of cycling.

Given its characteristics, this initial part allows you to keep a rhythm of about one hundred rpm, and is therefore ideal for a warm-up, or to 'loosen up your legs', as they say.

From Casella d'Asolo you start a short climb that, under the shade of centuries-old trees, brings you to 215m above sea level in the historic centre of Asolo. As you enter the town, you will come across a fountain with constantly running water.

The water is extremely fresh and thus makes it an 'obligatory pit stop' for thirsty riders. Asolo is a splendid town of Roman origins (the remains of the theatre can still be seen), dominated by the Rocca, the symbol and pride of the town.

The main road is covered in archways and is flanked by frescoed palaces.

The main square, where you can find yet another water fountain useful for refilling your water bottle, is surrounded by 15th-century



palaces, from the Loggia to the ancient Castello di Caterina Cornaro.

The climb is short, just 2.5km, constantly rising without presenting 'spurts', with an average gradient of little more than 4%, and so a fit cyclist who wants to keep going with low gears can gain speed and maintain a high number of rpm. You can easily manage to go up with 39x16-17 or 53x19-21 gears. After a short and sheer descent, you reach Strada Stradale no. 32, which you leave immediately, turning left towards Pagnano, Fonte Alto, Mezzociel and Semonzo.

This is a 13km stretch, more or less, characterised by gentle ups and downs that may 'get you out of puff', due to the steep climb you have to face and where you can use relatively high gears: 53x18-19. In Semonzo, after travelling for a few hundred metres on the Strada Stradale, turn right, go past the church and, at 30 kilometres, start the difficult climb to Monte Grappa.

It is a long climb, with an average gradient of 8%, which offers an unexpected but pleasant variety of landscapes. The first stretch of 9.6km is all hairpin bends: twenty of them! In



some parts, the gradient exceeds 10%, but in other parts you can 'catch your breath'.

You had better use low gears here to 'save your legs', for example 39x21-23.

In this first stretch, the cyclist is accompanied by the breathtaking views towards the Veneto plains.

On clear days, the panorama offers a view of the Friulan plains stretching to the Euganean Hills, the Monti Berici, all the way to the Venetian lagoon.

This is what makes it such a great spot for the

airstrip that is used by the brightly coloured hang-gliders and paragliders that you can glimpse even whilst pedalling. From this point you are definitely entering mountain terrain, travelling along a section of false level ground and going through three tunnels carved into the rocks.

On leaving the third tunnel, the road starts to ascend. Here you will find a landscape that recalls a typical scene from the Dolomites: meadows dotted with pines and firs.

The average gradient of the abovementioned stretch exceeds 8%. You need to proceed with climbing gears: 39x23-21.

Once in a while you will need to stand on your pedals to regain speed and lengthen your leg muscles.

We have almost reached the peak of Monte Grappa, which was the scene of epic battles during World War I.

At 47.1km, after 17.1km of ascent, when you see the Ossario you have reached the Gran Premio della Montagna, the peak of the route, standing at 1,495m above sea level.

Turning left here, with a deviation of about 4.5km, you can reach the Ossario, 1,736m

above sea level. At the top of Monte Grappa you can find the starting point of a 'classic' on the amateur international calendar:

the Bassano – Monte Grappa, which has seen champions of the calibre of Gilberto Simoni and Damiano Cunéo. The descent does not start right away.

After a short stretch of about 3km and after having gone through three tunnels, the route continues with a characteristic stretch that has a surreal, almost lunar aspect, full of bends and counter bends, ups and downs, and a bleak landscape of rocks and grazing land. You won't come across many vehicles here.

At 53 kilometres the descent begins.

It is very technical, very steep and full of curves that, in a few kilometres - 14 to be precise - bring you back to level ground.

At 57 kilometres there begins a series of eight hairpin bends in just 2.5km, with an average gradient of 10.5%.

After a brief stretch that is easy to descend you reach Monte Tomba, then you head right towards Cavaso del Tomba, from whence you will cover the final descent with its 13 hairpin bends and an average gradient of 10%.





At the 63-kilometre point, the descent ends. You come to Possagno, birthplace of the sculptor Antonio Canova. The town houses the Gypsoteca dedicated to Canova and the temple he designed, which was completed in 1830. From this point, a fun stretch begins that goes through Bocca di Serra, Castelcies and Castelli di Monfumo, and consists of lots of ups and downs. This is an ideal stretch for enjoying the pleasure of cycling without too much effort, far from the sounds of traffic and the city. You cycle through sunny areas, surrounded by pleasant hills, with a constant view of the Prealpi, whose peaks include the one you have just ascended. You can keep up a good speed here, often standing on your pedals in order to dash through the sprints that appear along the descent. A very fit cyclist can easily use a 53x16 gear. You reach Levada with only 8 km to go. From here to Ciano del Montello, the road always descends, an ideal condition for utilising a low gear and for carrying out winding-down exercises at the end of a

training session.

On the other hand, for those who want to continue with their training once they have returned to Montello, it is a stretch you can cycle with high 53x13 gears at high speed.





## PIANEZZE LINK ROAD (C)

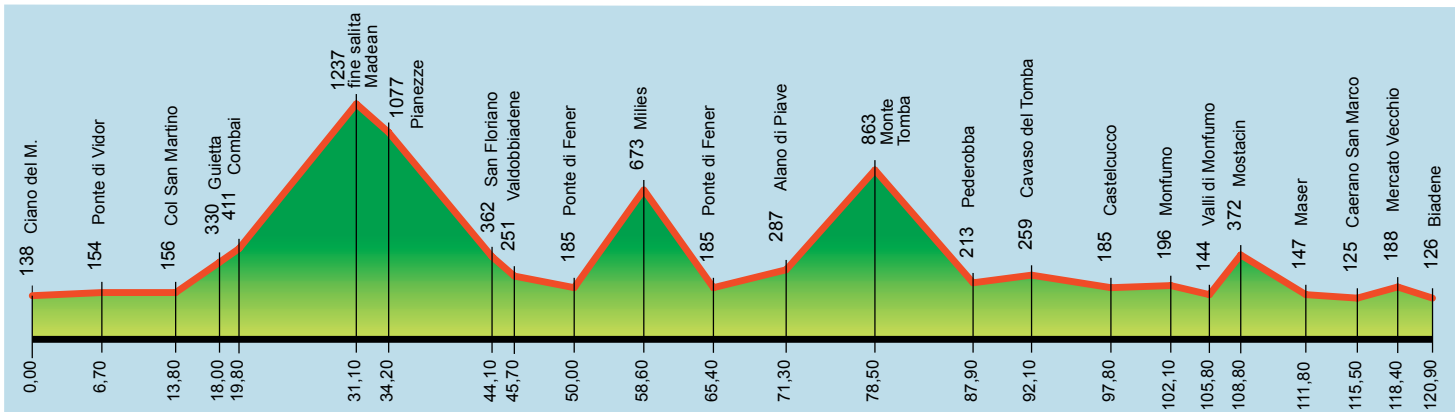
The Pianezze link road is a middle-distance route measuring 121km, but it's really tough.




This route also offers some environmental points of interest, such as the possibility to

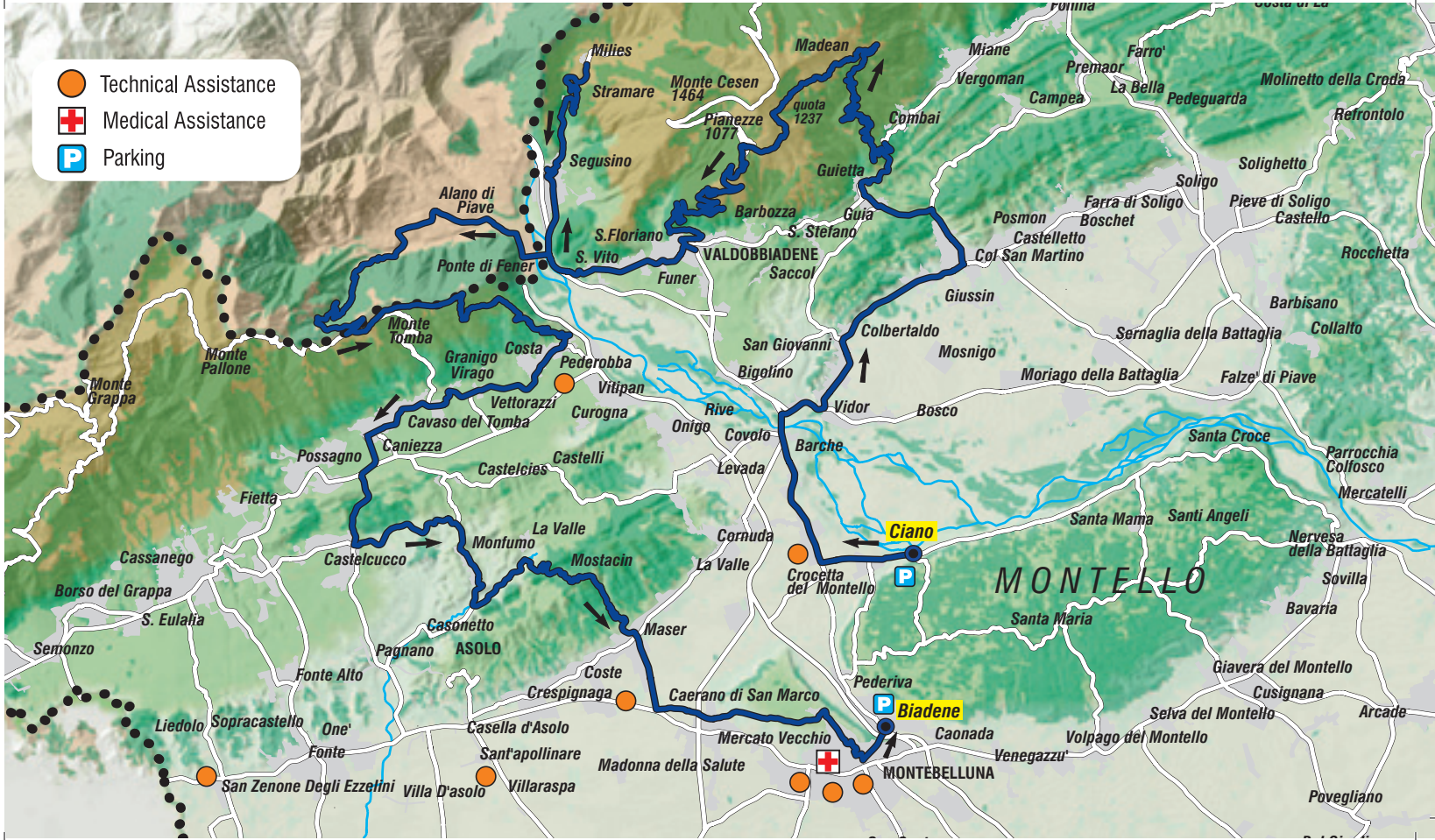
cycle along roads with little traffic and very few villages. It is a route suitable for very fit cyclists. You have to scale four difficult climbs, evenly distributed along the way, which in some places present particularly

steep gradients. The difficulties decline from the first to the last, whilst the first and last parts are fairly level.

If this stretch seems too difficult, you can always avoid the Miliés climb, proceeding



-  Technical Assistance
-  Medical Assistance
-  Parking



from Ponte Fener towards the crossroads for Quero, thus reducing the route to 104 km. You depart from Ciano del Montello and the return to the Periplo is not far, at Biadene. If you are arriving by car, you can find parking space in the large square in front of the church. The average duration of this ride is around 3h 30'-4h.

On much of this stretch, precisely from Ciano del Montello to Pederobba, is the Gran Fondo Pinarello, a 'classic' of its kind and part of the national 'Prestige' calendar. The race begins and ends inside the 16th-century city walls of Treviso, in front of the historic headquarters of the homonymous bike company. Each year sees around four thousand cyclists from all over Europe taking part.

Participating in this race are old glories and current cycling champions, such as the king of the Tour de France Miguel Indurain.

## THE ROUTE

The route begins at Ciano del Montello, at 138m above sea level. Going via Crocetta del Montello, in the locality of Vidor, it is here that you cross the Piave River, known to Italians as the Fatherland's Sacred River, site of cruel and legendary battles during the First World War. From Vidor you head towards Col San Martino, where you cycle through the famous Prosecco vineyards.

The area is famous for the annual 'Exhibition of Prosecco DOC' and is the starting and finishing point of the Piva Cup (for further information, see the Molinetto della Croda route). This first stretch of almost 14km is almost flat and therefore perfect for a warm up that you can get maintaining a rhythm of ninety-a hundred rpm.

You then start climbing towards the first peak of the day, but the climb is divided into two sections.



First of all, you have to face the Guia climb. It measures 4.2km and presents an average gradient of 4.2%. At first the road ascends gently, but the last stretch has tough gradients. You are advised to climb using low gears (39x19-21) here to 'save your legs', in view of the second part of the climb, which is much harder.

On reaching the summit, turn right and take Strada Stradale no. 36 towards Combai. The road continues to climb for a while before reaching a stretch of apparently flat ground that allows the cyclist to take a breather and have some nourishment. However, after just 700m, at 411m above sea level, you turn left and the Madean climb begins right away, which in just 11.3 km and 26 hairpin bends takes you to a height of 1,237m above sea level with an average gradient of almost 7.5%. The climb is hard from the start, the initial and central parts having a lot of sections with a gradient of more than 10%. From the top, the descent starts easily enough, giving the rider a chance to enjoy the fantastic view that takes in the Friulan countryside and the

Venetian lagoon, right up to the Euganean Hills. This takes you to Pianezze, standing at 1,077m above sea level. You will find a drinking fountain in the large square with refreshing water, plus a monument erected in remembrance of Silvano Schiavon. He was a professional cyclist for many years and wore the pink jersey during the Giro

d'Italia. Unfortunately, he died tragically in an accident at work. In the same square you can also find the finishing point of an important climb route: the Montebelluna – Pianezze, whose previous winners include Emanuele Sella for two consecutive years in 2002 and 2003, Gilberto Simoni in 1992 and 1993, and Mario Beccia in 1976.



There is now a 11.8 km stretch of descent containing 12 hairpin bends that takes you to 251m above sea level, passing the town of Valdobbiadene, famous throughout the world for its production of Prosecco and Cartizze wines and for the 'National Exhibition of Sparkling Wine' that takes place annually in September. This is not a sheer descent and contains numerous straights. To gain speed you will need to use high gears: 53x13-12. From Valdobbiadene you continue to descend towards Fener. Go straight on to Segusino where, just after the town centre, you turn right to ascend towards Miliés.

The climb is 6.4km, with an average gradient of 7.5%. The first stretch is the hardest, with the gradients well over 10% in some places. You need to use low gears, for example 39x21. Then, from Staramare, you can climb using a 39x19-18 gear. Once you have reached the top, where there is a drinking fountain with fresh water, you head back to descend the road you have just climbed as far as Ponte Fener. You cross the Piave River again, turn right and go onto the Strada Statale 'Feltrina'. After a few hundred metres, turn left heading towards Alano di Piave.

This first stretch is already slightly but constantly rising, perfect for 'preparing your legs' for the next hard climb, for which low gears are advisable, for example 39x16 or 53x19-21.

Leaving Alano di Piave (after filling your water bottle at the drinking fountain situated behind the churchyard), the climb begins at 55.5km, at 287m above sea level, and in just 6.5km takes you to 863m above sea level, to the peak of Monte Tomba.

The average gradient is 9%, but in some places, at the beginning and middle, the gradients reach 15%. You will need to use low gears here: 39x23-25; a very fit cyclist could get away with using a 39x21 gear.

This is the climb that decides the Gianfranco Bianchin Cup, one of the most prestigious amateur international races held in Italy.

It is a straight route, with the starting and finishing line at Paderno di Ponzano Veneto.

Its prestigious roll call includes competitors of the calibre of Giuliano Figueras (1997), Giorgio Furlan (1985) and Giuseppe Petito (1979, race valid for the Italian Championship).





From the top you ride at the same level for a brief stretch, then at 79.2km you begin to descend Monfenera, which takes its name from the oak woods it cuts through. It is an extremely technical descent and very sheer, with 11 hairpin bends.

After a mere 6.8km you reach Pederobba, a village standing at 215m above sea level. The session continues with a stretch on undulating ground that, crossing through Cavaso del Tomba, Castelcuco and Monfumo, leads you to the final attack of the last climb of the day, Forcella Mostacin. The climb takes you up 228 metres over 3km. The toughest stretch is the initial one, lasting until about halfway up, where the gradients reach between 10-and 12%. Every year in August the G.P. Sportivi di Poggiana rides on this hill, a devastating race reserved for amateurs, which includes previous winners such as Yaroslav Popoviyh (2000), Andrea Ferrigato (1990), Giorgio Furlan (1987), Maurizio Fondriest (1986), and Gianni Giacomini (1979). After a further 3 kilometres, you reach the foot of the descent in Maser,

where you can find the 16th-century Villa Barbaro, one of Andrea Palladio's masterpieces. From here, it's just a little more than 10km until you return to the Montello Cycling Loop.

The road is mainly in descent, with just a little uphill spurt at Mercato Vecchio, which stands above the city of Montebelluna, but the difference in height is only 65 metres and it is well diluted over almost 3km. The descent leads you to the gates of Montebelluna, which has on more than one occasion been the finishing post for stages of the Giro d'Italia.

Thus you arrive at Biadene, where you head back onto the Periplo del Montello. From here, to reach Ciano del Montello, the village you started off from, you can take a short route of about 4.5km across Link XX.

If you want to continue your session on Montello, all you have to do is choose the route that best suits your needs.



## MOLINETTO DELLA CRODA LINK ROAD (D)

The Molinetto della Croda route is, of all those on offer, the shortest and, not counting the return part from Nervesa to Ciano del Montello, is a little over 62km and it is also the least difficult.

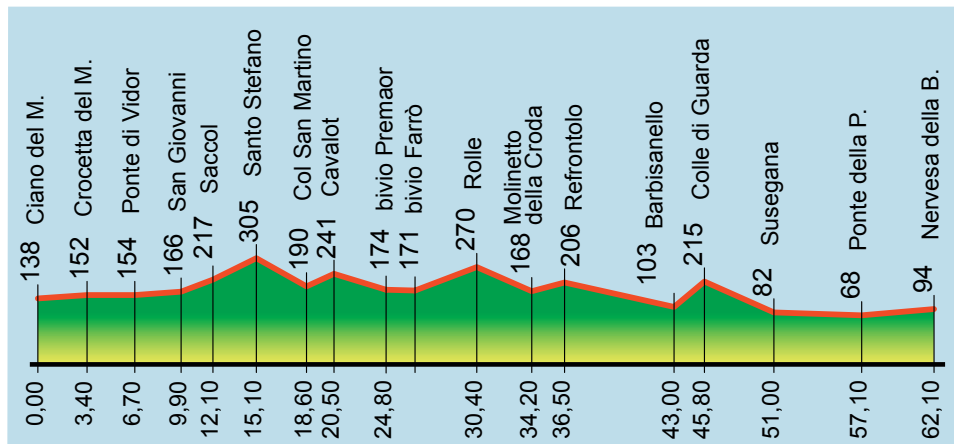
Nevertheless, it has technical and landscape oddities that makes it technically interesting and extremely enjoyable. The route does not have steep climbs, but winds along the hilly strip of the Pedemontana. It is gently undulating, in cycling terms better known as 'ups and downs' or 'eat and drink', without ever encountering steep gradients.

The main technical characteristic of the route is that it allows the rider a gradual practice session, perfect for refining your physical preparation or rather, as they say in cycling circles, it's good for 'stretching your legs'




before facing the tougher stretches of the scheduled route in subsequent days. The route starts from Ciano del Montello. For those arriving by car, there is ample

parking in the large square in front of the church.

The average completion time for this route is about 2h 15'.





-  Technical Assistance
-  Medical Assistance
-  Parking



## THE ROUTE

You leave from Ciano del Montello, which stands at 138m above sea level, passing through Crocetta del Montello.

When you get to Vidor you cross the Piave, known to Italians as the Fatherland's Sacred River, site of cruel and legendary battles during the First World War. This first stretch is completely flat and therefore perfect for

a warm-up session, which you can get maintaining ninety revolutions per minute.

You then reach San Giovanni.

Turning right, you leave the Strada Stradale and ride towards the much quieter roads that wind around the hills of the Pedemontana.

The road gradually rises, taking you through magnificent and beautiful vineyards, the grapes of which produce Prosecco and Prosecco Superiore di Cartizze, wines which

have made this zone famous throughout the world.

After the village of Saccol, there is a short but tough climb that takes you to Santo Stefano, a village standing at 305m above sea level and the highest point of the route.

At this point the gradients surpass 10%, so the cyclist has to stand up on the pedals and adopt a low gear, for example 39x21.

A fit cyclist can climb using a 39x17 gear.



From the summit, you set off on an initially gentle descent as far as Guietta, where, turning right, you go through Guia, cycling down a sheer but straight descent allowing you to use high gears and reach high speeds. Every year, on the first Sunday in April on these roads the Trofeo Piva takes place, one of the most important European amateur races for under 23s and, until last year, the only Italian trial for the World Cup of this category,

which this year has been included in the U.C.I. Pro Tour calendar.

It was on this stretch from Guietta to Saccol that in 1986 Maurizio Fondriest took off and arrived – alone – at the finishing line at Col San Martino. Other prestigious winners include Guido Bontempi in 1979, Fabio Baldato in 1990 and Marzio Bruseghin in 1996.

On these roads in 1998 the Italian Under 23

Championship was held, the winner being Danilo Di Luca.

After a stretch characterised by continual ups and downs along which you can hone your preparation, you can proceed in 'sprints' and develop sustained speeds before reaching the village of Premaor. From here you climb once again towards Farrò.

The first stretch, about 1,700m in length, is tough, with an average gradient of 5.5%,



though some places reach 12%. Thus, if in the difficult stretch you have to climb using a low gear, 39x19 being advisable, when the gradient changes you need to be prepared to climb with a much higher gear.

From the village of Farrò, there is a long stretch at this height, characterised by continual ups and downs. The road is surrounded by lush hills that, in some places, open up to offer panoramic views of the surrounding countryside.

This takes you to Rolle, where at the top you



can find an old water fountain where you can have a drink and replenish your water bottle. From here it is a continual descent until you reach Molinetto della Croda at 34km.

Situated in a delightful spot, it stands alongside the Lierza river waterfall, which is 12 metres' high. This old mill is a lovely example of 16th-century rustic architecture, partially built out of the rock. The building has recently been restored and the mill itself was faithfully restored at the same time.

The Molinetto della Croda, which is open to the public, plays host to exhibitions of art, photography and sculpture. It was along these roads in the past few years that the Gran Fondo Pinarello took place, one of the most important and popular races of Italian amateur cycling. It starts and finishes in Treviso.

After a climb of about 800m, to be cycled standing on your pedals and with fairly low gears, you reach Refrontolo.

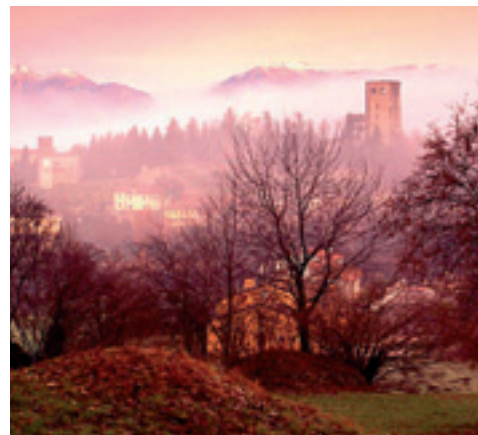
It is here that a long descent begins, followed by a stretch of level ground heading towards Barbisano, where at 44 kilometres, turning right, you face the final climb of the day

that takes you first to Collalto and then to Susegana.

These is land owned by the Conti di Collalto, with a castle of the same name that was built in the 1100s and badly damaged during the First World War.

In Susegana, on the other hand, you can find the fortified castle of San Salvatore, which was also bombed during the Great War. Built in the 13th century, it is well preserved and is still inhabited to this day.

The first part of the climb is steep, the average



gradient is 7%, and so you will need to get up on your pedals and use a low gear.

The road then levels out for a short while and lets you 'get your breath back', until turning left where, with a 700 m stretch, the average gradient is 7.5%, leading to the peak of the climb standing at 215m above sea level.

From Susegana, a village situated at the foot of the descent, the road levels out with an imperceptible but constant descent and, from Colfosco, the Piave Valley appears alongside you. And so, after 12km and having crossed the Piave again at Ponte della Priula, you arrive at Nervesa della Battaglia, where you return to the Montello Cycling Loop.

To get back to Ciano del Montello, you can choose the 'Strada Panoramica', which is also the shorter of the two.

After a few ups and downs it offers a long stretch of fairly level ground that is perfect for winding down. For those wishing to carry on cycling, it is possible to ascend the 'Dorsale del Montello', or to go up one of the links you can find along the Periplo del Montello.



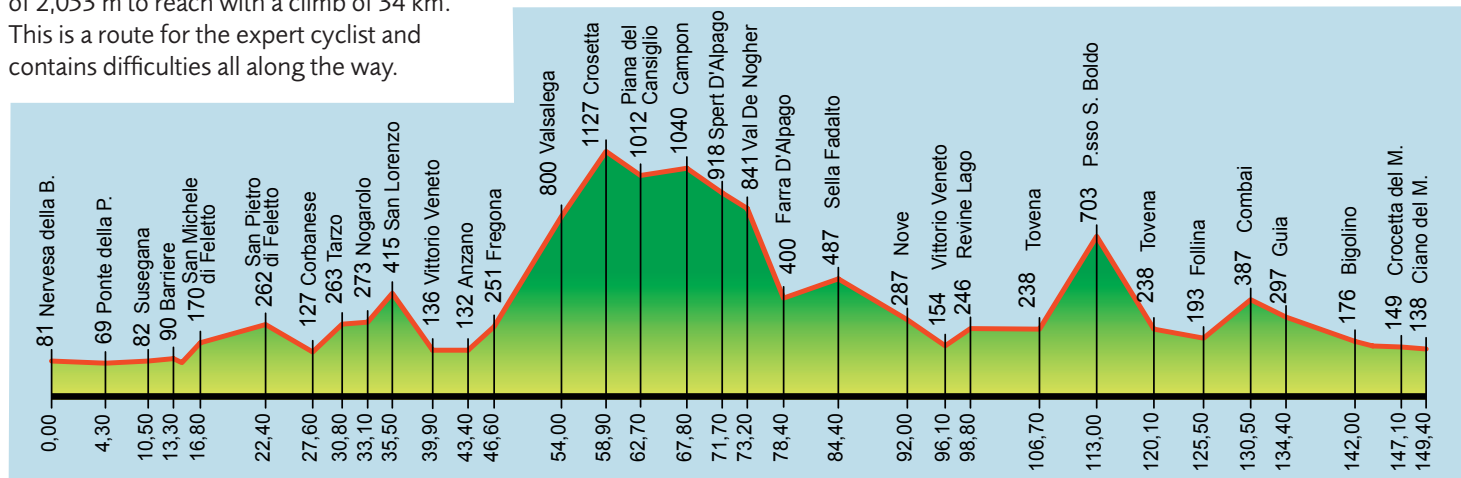





## CANSIGLIO LINK ROAD (E)

The Cansiglio link road is the longest and steepest route of them all. It stretches for a good 164km, with a height of 2,053 m to reach with a climb of 34 km. This is a route for the expert cyclist and contains difficulties all along the way.

There is only level ground at the start and finish. However, it is a very pleasant route because

of its wide variety of landscapes. It leaves Nervesa della Battaglia and arrives at Ciano del Montello.



-  Technical Assistance
-  Medical Assistance
-  Parking

For those arriving by car, there is parking space in the large square in front of the Town Hall.

Average completion time is approximately 5h 30'.

For those not wanting to risk such a tough session, given the composition of the stretch (an '8' with the centre at Vittorio Veneto), there is the possibility of shortening it in two places without actually abandoning it: in Vittorio Veneto (avoiding the climb in Cansiglio) and in Tovina (eliminating the climb in Passo San Boldo).



## THE ROUTE

The route begins at Nervesa della Battaglia, situated at 81m above sea level and famous for the epic battles that were fought on the banks of the Piave River during the First World War.

The route begins on level ground, perfect for warming up, a hundred revolutions per minute with high gears: 39x16.

After 4.3km you cross the Piave at Ponte della Priula, where you reach Susegana after turning left towards Colfosco.

From here you head towards the hills and at



13.3km the level ground ends.

The first is a small climb that you take on at speed (cycling past the Museum of Man), then going down the Strada Stradale no. 38 until you see Conegliano, the walled city built on the hills and overlooked by a castle that still maintains its Torre del Mille (dating from the unification of Italy). Conegliano's centre is intact, much of its wonderful 16th-century architecture having frescoed facades.

This town was the birthplace of the famous artist Cima da Conegliano (15th century). From here you climb towards Santa Maria di Feletto, just over 2km of ascent at 5%, but there is a harder spot at the beginning, where you will need to use mountain gears: 39x19-21.

You continue at this height until reaching San Pietro di Feletto, where you face the winding, but not very sheer descent that takes you onto the Strada Statale no. 635, where you turn left towards Tarzo.

The road climbs gently, but unremittingly. You are advised not to use gears that are too high here otherwise your legs might







'seize up'. After travelling for just over 30km, when you enter the village of Tarzo you will find a water fountain. From here, turn right and you will immediately start the climb that takes you to the top at San Lorenzo.

It is a short climb - 2.4km - and does not have difficult gradients at the start, though it does at the end. The average gradient does not exceed 6%.

The descent into Vittorio Veneto is fast and fun, consisting of bends and counter bends, and at 4.5km the terrain levels out. The San Lorenzo climb, that you have just cycled down, is usually the one that decides the 'M.O. Frare - De Nardi', an important national cycling race that starts and finishes at San Vendemiano, its winners' list including Paolo Savoldelli (1995) and Giorgio Furlan (1987).

At the end of the descent, you turn right towards the centre of Vittorio Veneto, which is actually made up of two towns: Serravalle and Ceneda.

Serravalle is a fortified town overlooked by the 16th-century Sanctuary of Santa

Augusta and containing perfectly preserved medieval and 16th-century palaces and loggias.

Of particular interest is the Ospedale Civile dating back to 1330, the Loggia Serravalle, built in 1400, and the 16th-century Minucci-De Carlo palace.

In Ceneda you can still see the remains of the medieval walls and towers of the Castle of San Martino; the Loggia Cenedese del Sansovino is well preserved, despite being the site of fiercely fought battles during the First World War.

These battles are well documented in the Battle Museum.



From Vittorio Veneto you continue towards Anzano, situated 132m above sea level, where, after 43.4km, the long climb that takes you to the top of Cansiglio begins. We are close to the place that gave us Ottavio Bottecchia and near the circuit where each year they race the 'Giro del



Belvedere', an international amateur race that is already in its 64th year and has been won by Yaroslav Popoviyh (2001), Pietro Caucchioli (1998), Ivan Gotti (1990), and Maurizio Fondriest (1986), to name just a few.

This road, with its 15.5km climb, is the

longest climb of all the itineraries.

There are no stretches where you can get your breath back and the average gradient is 6.5%.

Initially, the climb offers a wonderful view of Vittorio Veneto and the surrounding countryside.



At an altitude of approximately 800m, the countryside changes and is dominated by the Cansiglio wood, mainly consisting of beech trees.

In Crosetta, where the mountain championship is held, the Cansiglio Plain begins. It is here that the finishing line of a 'real classic' of youth cycling is situated: the 'Vittorio Veneto – Cansiglio' race, initially reserved for Youth participants and now for Juniors. Winners here include Marzio Bruseghin in 1992, Gilberto Simoni in 1989, and Ivan Gotti in 1987.

Cansiglio is a plateau covered in thick woods of silver fir, spruce and beeches (which were once used to build the oars for the Venetian Republic's fleet) and is surrounded by mountains (Pizzoc to the west, Monte Cavallo and Alpagò to the east and the north).

In this area there are plenty of mountain huts, hotels, sports centres (including a golf course that transforms into a cross-country ski route in winter).

However, the most distinctive place of all is the village made up of the Cimbri popula-



tion, which originally came from Bavaria. These inhabitants' traditions remain unchanged, including the language and lifestyle. After 7km, and after reaching the borders of the Province of Belluno, the extremely sheer and technically challenging descent begins that takes you to Spert.

The route runs alongside the Santa Croce Lake, a great spot for surfing and swimming. Re-entering the Province of Treviso, there is a short sprint at 'Sella Fadalto', from where a long, smooth and little-trafficked descent takes you to Longhere at the gates of Vittorio Veneto.

Turning right, you enter onto the Valsana,

and for 2.7km the road starts going uphill again until Revine, where a pleasant stretch full of ups and downs begins alongside the Revine Lakes.

This just gives you the right amount of time to have a drink and something to eat before another tough climb begins. In Tovenà, after 106.7km, the climb begins at the San Boldo pass. It is a climb of 6.3km with an average gradient of 7.5%, though in many places it is more than 10%.

A characteristic that makes this climb unique is that the cyclist, for the entire climb, can see ahead the serpentine stretch of hairpin bends and the destination point:



there are no less than 18 hairpin bends, five of which are in tunnels dug out of the rock. Arriving at the top, you head back down the road you have just climbed and get back onto the Strada Stradale no. 35.

Continuing through the wonderful medieval towns and the fascinating Cison di Valmarino, with the imposing Castelbrando, a centuries-old castle on the hill that dominates the entire village.

Follina follows this, with its abbey and cloister dating back to the thirteenth century. From here, after 125.5km, is the final test of the day: an ascent of 5km, with an average gradient of 6.5%.

The final stretch is extremely tough and, considering the previous climbs, it would be a good idea to use extremely low gears, for example 39x23.

The road leads to Combai, which is famous for its marroni, a type of chestnut found in the local woods.

From here there is a brief stretch of seemingly level ground and then the descent towards Guietta, Guia and Follo (all of them famous for their Cartizze vineyards), and

then towards Giovanni, where you are back on the Strada Stradale no. 2.

From now on, it is downhill all the way until you reach Montello, passing by Vidor, where on the bridge of the same name you

cross the Piave before heading in the direction of Crocetta del Montello and Ciano del Montello.

At Ciano del Montello you are back on the Periplo del Montello.



## IF YOU WOULD LIKE TO PARTICIPATE



Every year the Regional Championship takes place for Medio Fondo Clubs, rallies covering a distance of 100-120km open to cycling enthusiasts and touring cyclists, which occur on the Montello and link road routes:



- **May:** Arcade (on the Molinetto della Croda link road)
- **June:** Roncade (on the Montello Cycling Loop route)
- **June:** Oderzo-Falcade (takes place over two days, covering part of the Cansiglio link road route)
- **July:** Treviso (on the Molinetto della Croda link road route)
- **July:** Treviso – Gran Fondo Pinarello (on the Pianezze link road route)
- **July:** Musano (on the Montello Cycling Loop and part of the Pianezze and Monte Grappa routes)

## TECHNICAL ASSISTENCE



### Asolo:

- Cicli Miotto - Tel.0423 524125

### Castello di Godego:

- Cicli Motor Sport - Tel.0423 469723

### Conegliano (vicino a Susegana):

- Cicli Spezzotto - Tel.0438 61822

### Crocetta del Montello:

- Cicli Biasi - Tel.0423 86366

### Follina:

- Masotto Francesco - Tel.0438 970688

### Maser:

- Asolo Bike - Tel.0423 546110

### Montebelluna:

- Pasqualotto - Tel.0423 24112
- Bike e Pro - Tel.0423 303069
- Cicli Simonato - Tel.0423 22498

### Pederobba:

- Zanella Cicli - Tel.0423 69263

### San Zenone degli Ezzelini:

- Premier Cicli - Tel.0423 968553

### Villorba:

- Cicli Pinarello - Tel.0422 420877

### Vittorio Veneto:

- Eurovelo - Tel.0438 57176
- Every Bike - Tel.0438 912571
- MC Bike - Tel.0438 551011

**MEDICAL ASSISTENCE Tel.118**



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