



STONE KING TOURING CLUB

—

# ROUTE TAILORING

WORMHOLES, ROUTE VARIANTS  
& HOW TO USE THEM





# WHY MUST I TAILOR THE ROUTE? WHAT ARE WORMHOLES?

The Stone King route, as-raced, is long, tough and time-consuming. To complete it 100% unmodified you must have a high level of physical fitness and stamina (or be equipped with a modern eMTB with at least one spare battery) and be prepared for long days in the saddle. The good news is that on each day of Stone King's route, there are a number of possible shortcuts (we call them "wormholes") aimed at making your week-long journey less physically demanding, whilst ensuring that you still get to ride down most or all of the good stuff.

This document details the ins and outs of a wide range of wormhole suggestions for the Stone King route, in hyper-comprehensive detail. Most notably, it will tell you:

- What each of the opt-in wormholes entails, and how to follow these should you choose to
- What your modified Distance / Ascent / Descent stats will be, based on the combination of wormholes (i.e the route variant) that you have chosen for a given day

The list of possible route variants is not quite exhaustive but we believe that it covers as wide of a range of permutations as you could need (or indeed want to have to choose between!)

If you have any questions, please don't hesitate to **get in touch.** [📧](#)

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## HOW TO USE THIS GUIDE

This guide provides both a day-by-day matrix giving you the quantitative stats of each route variant i.e. combination of wormholes; and comprehensive instructions as to how to follow your chosen wormhole options. We recommend the following procedure for planning any given Day:

1. Browse each Day's route variant table. Decide, based on key factors (physical effort entailed, your fitness, the time of year, the weather forecast, etc) which combination you will go for. If you are having trouble deciding, see "OUR TIP" below. We feel that most riders in a touristic setting will be happiest with the "starred" recommendation on each day.
2. Study our instructions as to what is entailed for each of the WHs you have chosen, specifically...
3. Locate on the **SKTC Komoot** account the WH Tours that you need (note: Usually, the END of the "WHx" tour in Komoot is the point at which you rejoin the original SK itinerary | Exception: the WHx isn't yet finished, but you change to a different mode, e.g. to a shuttle.)
4. Inform your driver of your plan for the day, ensuring that they're aware of what -if any- shuttle variations are entailed (e.g. as compared with the standard SKR Shuttles plan).

## OUR TIP

**...or, for cases of TL;DR...** If you would prefer to not delve too much into the ins and outs of wormholes, because you don't have time or aren't interested but still need to know what to do, follow our pragmatic tip per rider type below:

- **You have high levels of fitness and stamina;** you're unwilling to miss a single metre of the itinerary: Follow the "No WH" route variant each day (i.e. the original route as-raced).
- **You have moderate fitness and stamina;** you're happy to miss a few kilometres of transfer stages here and there; you're unwilling to miss any of the good descents: follow our star-recommended route variant each day.
- **You are unfit:** do not attempt to ride the Stone King itinerary, even with an eMTB.

## IMPORTANT

- Know your quantitative abilities before planning your tour (e.g. “given my fitness level, how many daily vertical ascent metres will I manage, over the course of 6 days?”).
- Have zero shame in dropping down from Stone King “as-raced” to a version of the route which involves a combination of WHs. Our primary goal is not to challenge you. physically but for you to have fun. Using Wormholes, you can and will still ride almost all of the good stuff !
- Check the local weather forecast daily before settling on a final plan (route variant) for each given day.

## GLOSSARY

**SH:** Shuttle A section where the rider and their bike are transported by vehicle, via drivable road, to a further and higher point on the SKR itinerary.

[See here for the full list of Stone King shuttles.](#) 

**TR:** Transfer. An on-bike section which is untimed according to the SKR 2022 event.

**PS:** Prova Speciale i.e. (Italian for) Special Stage. An on-bike section which is timed according to the Stone King Rally event.

**OBS:** On-Bike (or “Komoot”) Segment. Every part of the SK itinerary which is not a SH is an OBS; as such OBS's are separated by SH's. An OBS consists of any combination of TR and PS sections. OBS demarcation is principally useful for the purposes of our documentation of the SKR itinerary in the Komoot application. Specifically 1 OBS = 1 Komoot “tour”.

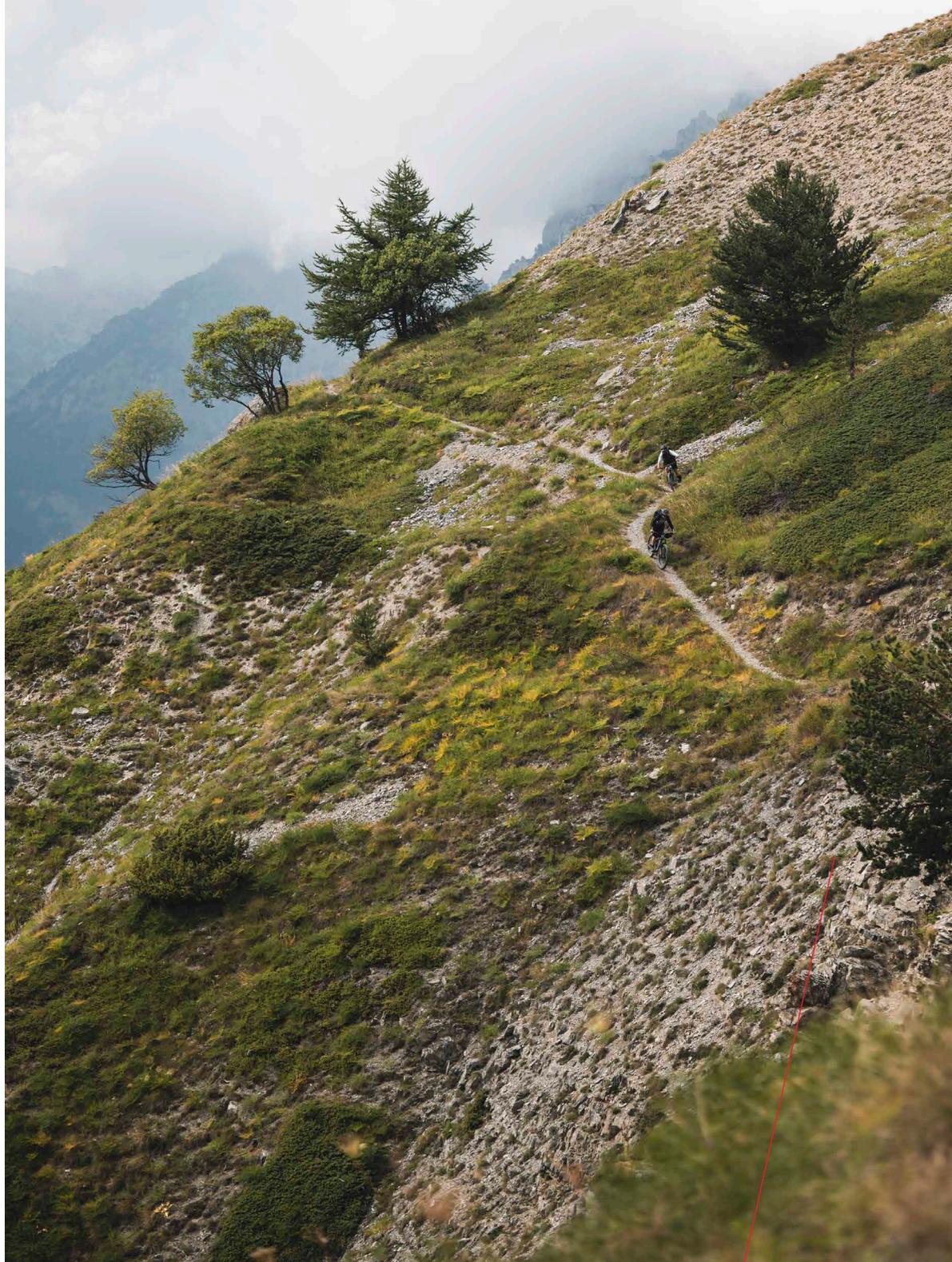
**WH:** Wormhole. An official shortcut suggestion, intended to reduce physical exertion whilst retaining as much as possible of the original on-bike itinerary. A WH can be any combination of a new/repeated SH, and new/repeated TR sections.



STONE KING TOURING CLUB

—  
**VOL.1 [2022]**

# **ROUTE VARIANTS**



# ARVIEUX - PONTECHIANALE

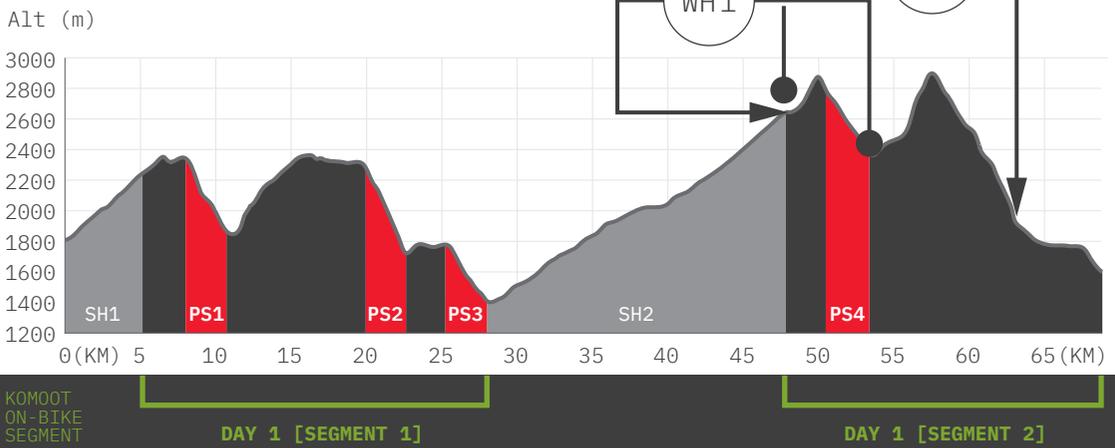
**WH 1**  
 On-bike (mainly trail)  
**from** PS4 end, **to** Molines ski resort base  
[Komoot navigation \(WH1\)](#) ↗

Then road shuttle  
**from** Molines ski resort, **to** Refuge Agnel upper parking (OR - more likely - all the way to Col Agnel if doing WH2)  
[Google Maps navigation](#) ↗

Then, if only taking WH1, rejoin  
[DAY 1 \[Segment 2\]](#) ↗

**WH 2**  
 On-bike (mainly trail)  
**from** Col Agnel, **to** Pontechianale  
[Komoot navigation \(WH2\)](#) ↗

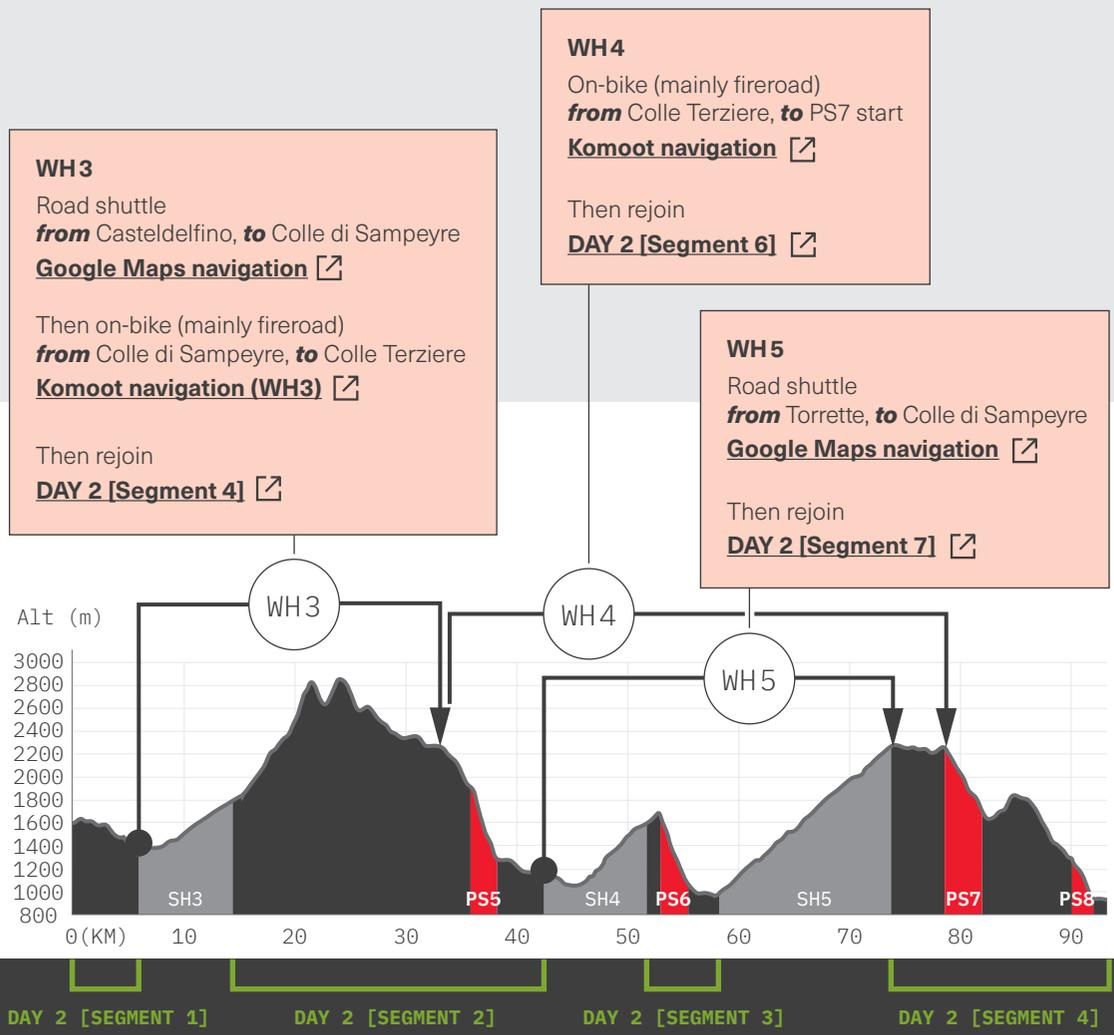
Then rejoin  
[DAY 1 \[Segment 2\]](#) ↗



ROAD SHUTTLE (SH)
  ON-BIKE TRANSFER
  SPECIAL STAGE (PS)

| DAY ROUTE VARIANT INCLUDING: | DAY STATS |      |      | SHUTTLE SEQUENCE  | NOTES   |
|------------------------------|-----------|------|------|---|---|
|                              | → KM      | ↑ M  | ↓ M  |   |   |
| No WH                        | 45.2      | 1600 | 3390 | <a href="#">SH1</a> ↗<br><a href="#">SH2</a> ↗  | As-per the planned race route. Big day with a hefty hike-a-bike towards the end. You need an early start, plenty of energy and guaranteed good weather to complete it with no WH (we didn't have the latter on day 1 of the 2022 race!)   |
| WH 1                         | 61.1      | 1880 | 4540 | <a href="#">SH1</a> ↗<br><a href="#">SH2</a> ↗<br><a href="#">WH1</a> ↗<br>(SHUTTLE PART) | WH1 alone is slightly nonsensical except for those with bundles of extra time and energy! It's essentially an extra shuttle for an extra loop of PS4, but still including the hard hike-a-bike up to the FR/IT border before the final descent.   |
| WH 2                         | 28.8      | 740  | 2400 | <a href="#">SH1</a> ↗<br><a href="#">SH2</a> ↗  | WH2 on its own arguably shortens the day too much. Yes you avoid the infamous hike-a-bike, but you also miss both PS4 and the wildly technical (but great) descent which completes the standard itinerary of Day 1.   |
| WH 1+WH 2 ★                  | 44.7      | 1020 | 3550 | <a href="#">SH1</a> ↗<br><a href="#">SH2</a> ↗<br><a href="#">WH1</a> ↗<br>(SHUTTLE PART) | Combining these two WHs gives you a great ratio of climbing to descending. You get to ride PS4 and avoid the hike-a-bike. The only thing you miss out on is the final tech descent of the standard itinerary but this is replaced by a suitably decent alternative descent from Col Agnel to Pontechianale. |

# PONTECHIANALE - PRAZZO



ROAD SHUTTLE (SH)
  ON-BIKE TRANSFER
  SPECIAL STAGE (PS)

| DAY ROUTE VARIANT INCLUDING: | DAY STATS |      |      | SHUTTLE SEQUENCE   | NOTES  |
|------------------------------|-----------|------|------|--|--|
|                              | → KM      | ↑ M  | ↓ M  |  |  |
| No WH                        | 56.0      | 1820 | 4810 | <a href="#">SH3</a><br><a href="#">SH4</a><br><a href="#">SH5</a>                | As ridden and raced in SKR 2022. One of the longest, toughest days in the 11-year history of TP/SK. Needs an early start, plenty of energy and guaranteed good weather to complete it with no WH.  |
| WH 3 ★                       | 42.8      | 600  | 4010 | <a href="#">WH3</a> (SHUTTLE PART)<br><a href="#">SH4</a><br><a href="#">SH5</a> | Biking-in-mountains purists might frown upon this. WH3 will have you avoid a very physically demanding all-mountain epic of a morning, and miss out on some great views and a dose of adventure. But it will put you at the top of the first of the day's four awesome PS stages. Therefore, it is our recommendation for outright bang-for-buck riding enjoyment. |
| WH 4                         | 48.2      | 1690 | 4000 | <a href="#">SH3</a>  | WH4 is a quick, efficient WH capitalising on the fact that, because of the unusual shape of the day's itinerary, the start of PS7 is very close to the trail leading to PS5. WH4 is what you might be forced into if you intend on the original route but first part of day proves very tiring and time-consuming.   |
| WH 5                         | 51.5      | 1750 | 4100 | <a href="#">SH3</a><br><a href="#">WH5</a>                                       | WH5 saves hardly any climbing, but PS6 is arguably the most "missable" trail of the day. This is therefore a good WH to have up your sleeve as a time saver, should the first half of the day have proven particularly time-consuming. That said, PS6 is still a great trail so try not to miss it!  |
| WH 3+WH 5                    | 38.3      | 530  | 3300 | <a href="#">WH3</a> (SHUTTLE PART)<br><a href="#">WH5</a>                        | Given that WH3 already makes the day short in terms of ascent, and WH5 only saves time and hardly saves any ascent, it's hard to think why you'd need to combine these. But never say never; it does sometimes rain all day long.  |

# PRAZZO - DEMONTE

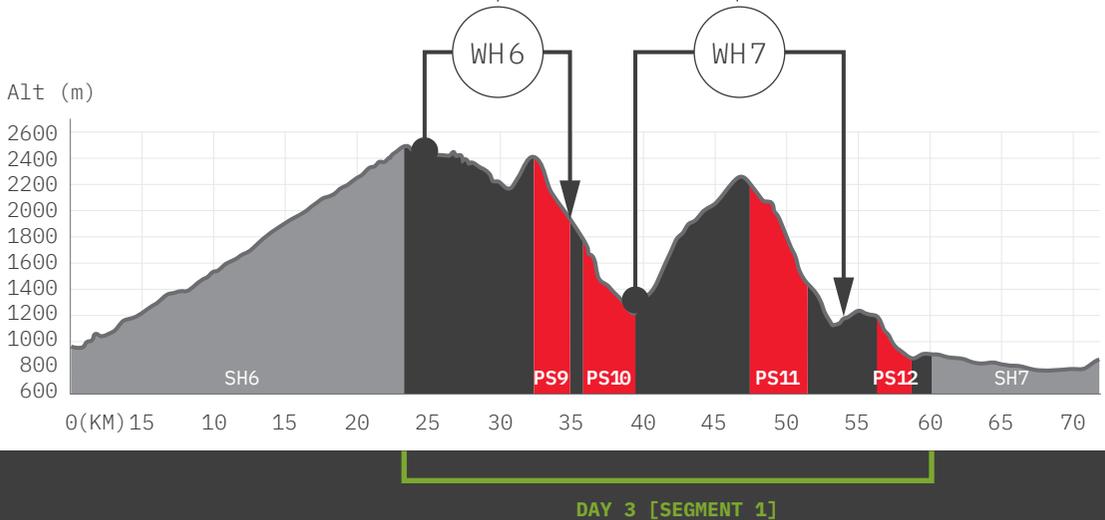
**WH6**  
 On-bike (road / fireroad / trail)  
**from** Colle Fauniera, **to** Gias Salé  
[Komoot navigation \(WH6\)](#)

Then rejoin  
[DAY 3 \[Segment 7\]](#)

**WH7**  
 Road shuttle  
**from** Sambuco, **to** Lentre hairpin (Vinadio)  
[Google Maps navigation](#)

Then on-bike (mainly fireroad)  
**from** Lentre hairpin, **to** La Barma trail exit  
[Komoot navigation \(WH7\)](#)

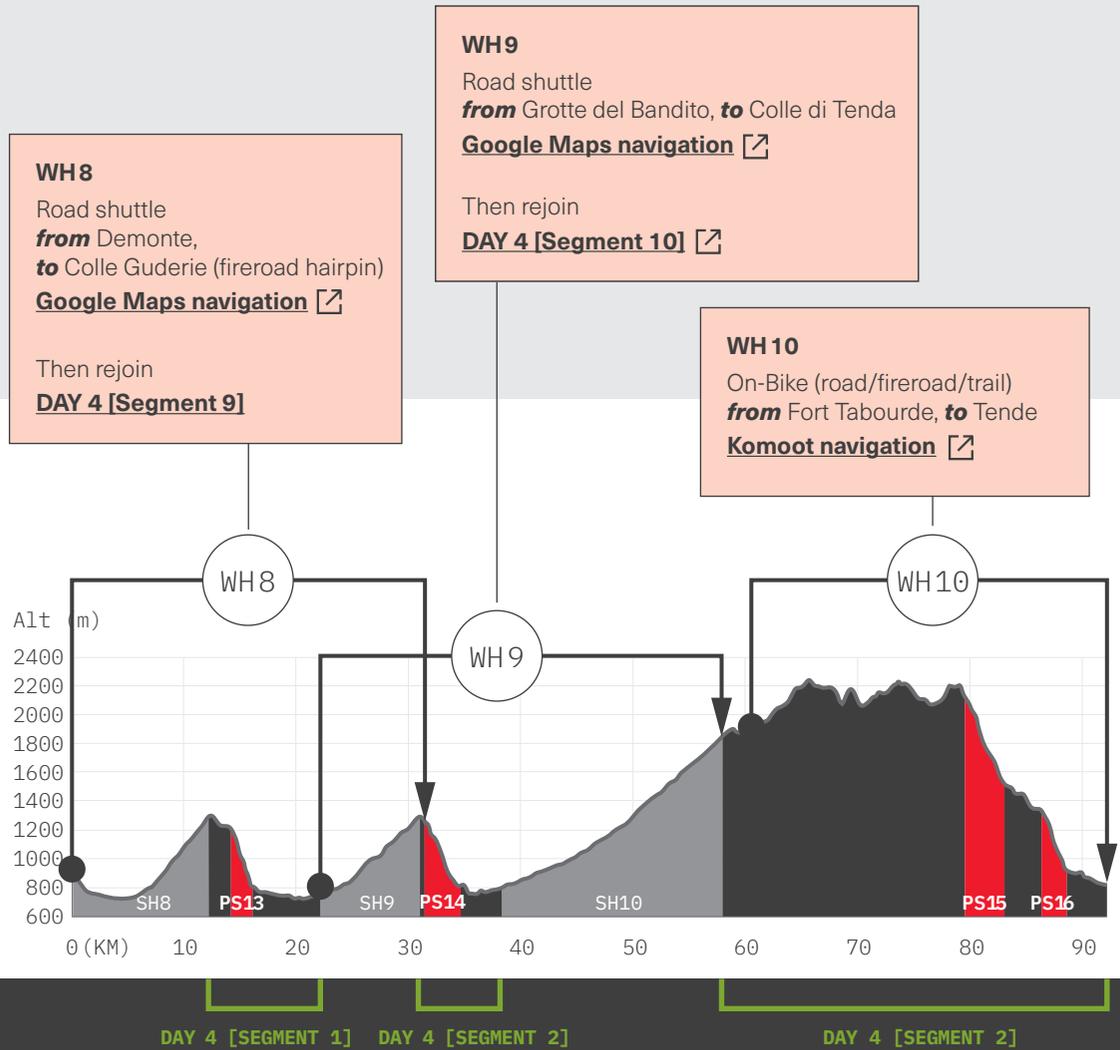
Then, rejoin  
[DAY 3 \[Segment 7\]](#)



ROAD SHUTTLE (SH)
  ON-BIKE TRANSFER
  SPECIAL STAGE (PS)

| DAY ROUTE VARIANT INCLUDING: | DAY STATS |      |      | SHUTTLE SEQUENCE  | NOTES   |
|------------------------------|-----------|------|------|---|---|
|                              | → KM      | ↑ M  | ↓ M  |   |   |
| No WH ★                      | 35.9      | 1590 | 3170 | <a href="#">SH6</a><br><a href="#">SH7</a>  | As ridden and raced in SKR 2022. Day 3 is only the 4th biggest day of the standard 2022 route, but it is the biggest day which we suggest riding with no WH. Day 3's WH possibilities are rare but game-changing, and not in a positive way. They render a near perfect day of mountain biking quite unrecognisable. Stick to the original route if you can... it's worth the effort! |
| WH6                          | 30.2      | 1260 | 2840 | <a href="#">SH6</a><br><a href="#">SH7</a>  | WH6 only saves 330m of vertical ascent, yet it has you miss an incredible traverse and descent. This WH in isolation only really makes sense if you have threatening weather in the morning and are attempting to minimise time on the high mountain. It will get you to Gias Salé (exit of PS9) approximately 45 minutes quicker than on the original route.                         |
| WH7                          | 21.8      | 550  | 2030 | <a href="#">SH6</a><br><a href="#">WH7</a><br><a href="#">SH7</a>                   | Riding from the summit of Monte Autes to its base, taking in PS11 on your way, is a highlight of the week. If and however possible, you should try to not miss it. However, reaching Monte Autes is time-consuming, so WH7 is an efficient cut towards the end of the day if you have a definite storm rolling in for the afternoon.  |
| WH6+7                        | 16.5      | 240  |      | <a href="#">SH6</a><br><a href="#">WH7</a><br>(SHUTTLE PART)<br><a href="#">SH7</a> | Combining WH6 and WH7 completely changes and minimises the day, removing the vast majority of the good stuff. However, it would still be better than not riding at all! (for example, in the event of day-long terrible weather)  |

# DEMONTTE - TENDE



■ ROAD SHUTTLE (SH)    ■ ON-BIKE TRANSFER    ■ SPECIAL STAGE (PS)

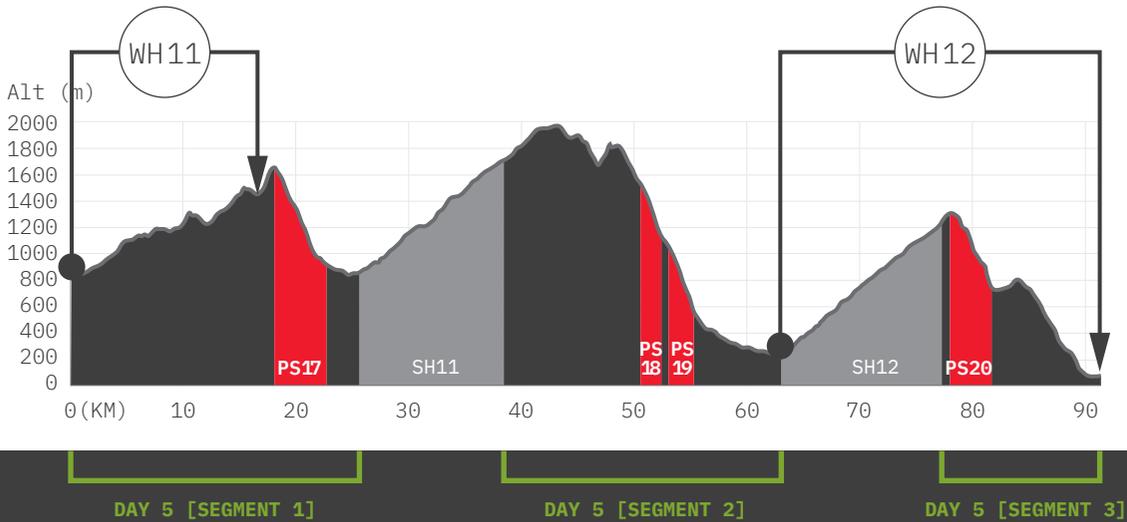
| DAY ROUTE VARIANT INCLUDING : | DAY STATS |     |      | SHUTTLE SEQUENCE                      | NOTES   |
|-------------------------------|-----------|-----|------|---------------------------------------|---|
|                               | → KM      | ↑ M | ↓ M  |                                       |   |
| No WH ★                       | 50.5      | 980 | 3060 | SH8 ↗<br>SH9.1 ↗<br>SH9.2 ↗<br>SH10 ↗ | As ridden and raced in SKR 2022. Day 4 is the 2nd easiest day of the 2022 itinerary in terms of ascent metres. What's more, all WHs would involve missing a great descent. We therefore recommend doing Day 4 with no WH unless you have guaranteed wet weather incoming. |
| WH8                           | 40.9      | 890 | 2440 | WH8 ↗<br>SH10 ↗                       | Shuttle directly from Demonte to Colle Guderie via Roaschia. In doing so, miss PS13. If, for any reason, you are choosing between WH8 and WH9 bear in mind that PS14 is a better trail than PS13, so go for WH8.  |
| WH9                           | 43.3      | 940 | 2540 | SH8 ↗<br>SH10 ↗                       | Shuttle directly from Valdieri / Andonno to Colle di Tenda via Roccavione. In doing so, miss PS14 (which would be a big shame!)   |
| WH8+WH9                       | 33.8      | 850 | 1920 | WH8+WH9 ↗                             | It would be a real pity to miss both PS13 and PS14 but it would make your day much, much shorter. Shuttle directly from Demonte to Colle di Tenda.  |
| WH10                          | 26.9      | 320 | 2370 | SH8 ↗<br>SH9.1 ↗<br>SH9.2 ↗<br>SH10 ↗ | Unexpected / worse-than-expected weather in the afternoon? Take this much quicker, more direct route down to Tende. It isn't as good or wholesome as the SKR's intended route, but it's a very decent contingency trail.  |

# TENDE - DOLCEACQUA

**WH 11**  
 Road shuttle  
**from** Tende or St-Dalmas-de-Tende,  
**to** Vallon de Mérigiane  
[Google Maps navigation](#)

Then rejoin **DAY 5 [Segment 11]**

**WH 12**  
 Road shuttle (or on-bike)  
**from** Pigna, **to** Dolceacqua  
[Google Maps navigation](#)

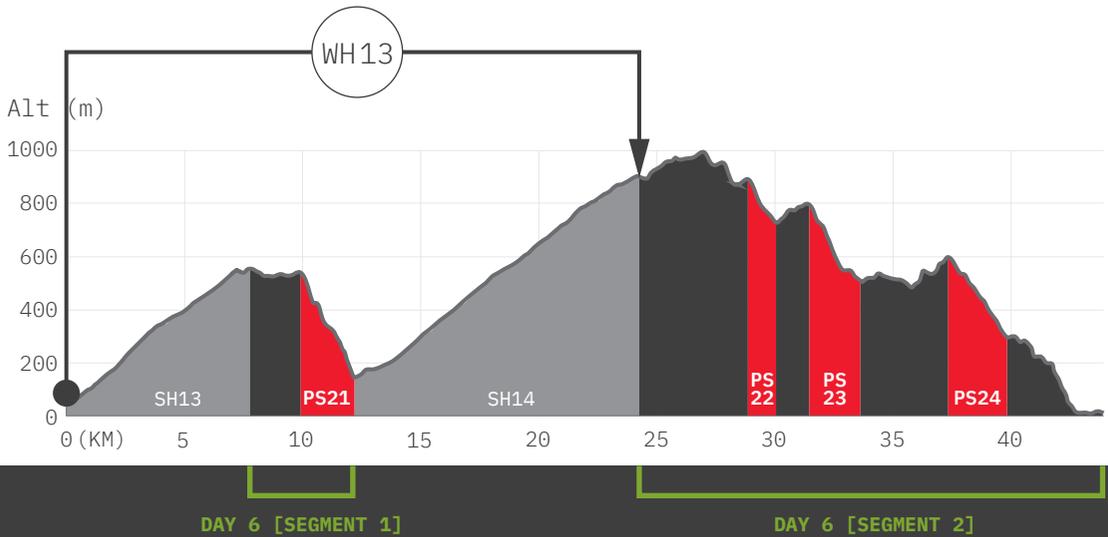


ROAD SHUTTLE (SH)
  ON-BIKE TRANSFER
  SPECIAL STAGE (PS)

| DAY ROUTE VARIANT INCLUDING: | DAY STATS |      |      | SHUTTLE SEQUENCE   | NOTES   |
|------------------------------|-----------|------|------|--|---|
|                              | → KM      | ↑ M  | ↓ M  |  |   |
| No WH                        | 61.1      | 1770 | 4300 | <a href="#">SH11</a><br><a href="#">SH12</a>                         | As ridden and raced in SKR 2022. Day 5 is a big day, in fact it is the day with the 2nd most ascending of the week. As per Days 1 and 2, you need an early start, plenty of energy and guaranteed good weather to complete Day 5 with no WH.  |
| WH 11 ★                      | 45.5      | 890  | 4050 | <a href="#">WH11</a><br><a href="#">SH11</a><br><a href="#">SH12</a> | As standard, Day 5's morning involves a big, unassisted cross-country style transfer. This can be removed by shuttling to just below the start of PS17 from the South. This wasn't done in the race because it causes a loop-of-sorts which is undesirable in a point-to-point race (end of PS17 crosses the shuttle road). |
| WH 12                        | 47.2      | 1620 | 2990 | <a href="#">SH11</a><br><a href="#">WH12</a>                         | WH12 hardly saves you any climbing, but it's a long shuttle and a long descent, so this is an obvious way to cut Day 5 short if you have attempted to ride the original route but have run out of time.   |
| WH 11+WH12                   | 31.5      | 740  | 2740 | <a href="#">WH11</a><br><a href="#">SH11</a><br><a href="#">WH12</a> | If you're tired towards the end of a hard week, combining WH11 and WH12 will make the day pretty easy in terms of physical exertion. You'll still have a decent day travelling through the mountains, experiencing most of the good stuff.  |

# DOLCEACQUA - BORDIGHERA

**WH 13**  
 Road shuttle  
*from* Dolceacqua,  
*to* Colle Termini di Baiardo  
[Google Maps navigation](#)   
 Then rejoin [DAY 6 \[Segment 15\]](#) 



ROAD SHUTTLE (SH)
  ON-BIKE TRANSFER
  SPECIAL STAGE (PS)

| DAY ROUTE VARIANT INCLUDING: | DAY STATS |     |      | SHUTTLE SEQUENCE   | NOTES   |
|------------------------------|-----------|-----|------|--|---|
|                              | → KM      | ↑ M | ↓ M  |  |   |
| No WH ★                      | 23.7      | 430 | 1690 | <a href="#">SH13</a> <br><a href="#">SH14</a>  | As ridden and raced in SKR 2022. This day is so short that surely the only reasons to use a WH would be bad weather or tagging Day 6 to the end of a shortened Day 5 (e.g. to save a full day of time). |
| WH 13                        | 19.1      | 390 | 1270 | <a href="#">WH13</a>    | Shuttle directly from Dolceacqua to the Colle Termini di Baiardo road layby. In doing so, miss (the very good!) PS21 "Antiskid".  |

# LINKS

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Use the following links to browse other useful Stone King Touring Club information

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