

Rider Report

Record attempt:

East-West Switzerland, 20./21.06.2026 from Martina (Graubünden) – Chancy (Geneve)

Rider:

- Michael Lehmann

Starting point:

- Martina, Border station, Swiss side
- Starting time: 20.06.2026 at 14:00:00 (02:00 pm)
 - o Coordinates: 46.884876, 10.464440
 - o Video attached
 - o App on the iPad : AtomUhr
 - [AtomUhr \(Gorgy Timing\)-App – App Store](#)



Conditions:

- Weather warm (27°C in Martina) but dry the whole tour
- After descent from the Flüelapass after Landquart hot (over 30°C) and humid
- Also during the night temperatures stayed long over 20°C until long after midnight
- From the lake of Geneva the temperatures started raising after 9:00 and reached soon the 30°C
- So overall: Hot/warm but ok for such a long ride

Reason/motivation for the attempt:

- I have done 5 times the 24h race in Schötz with also as a solo rider but also as member of a team of 3.
- In 2021 I participated with Eliane Zimmermann at the RAI but due to a grave accident, the race was abandoned. We were approx. 550Km into the route at that point.
- Generally speaking, I'm interested in long-distance events such as the RAAM, the Tortour and others. My strengths and preferences in cycling also lie in long-distance events.
- So, for years I'd been thinking about taking part in a long-distance event again. I've been preparing for this event for the past two years, stepping up and adapting my training accordingly. Although for a long time I didn't have the courage to undertake such a ride, registering with WUCA and aiming to become the first athlete over 50 to achieve this as an official record provided the motivation to see it through.

Best part:

- Riding into the night and the time until 03.00 am
 - o Temperatures going down and being just me and my bike

Hardest part:

- The last 50km at the Lake of Geneva
 - o Not ending. Fatigued and empty legs. Also, the problems with navigation had been stressful.
 - o All the traffic light were red and I had to stop

Unusual:

As I was able to cycle down the Flüelapass to Davos/Klosters faster than the crew, I couldn't change bikes until after Klosters. As I don't have an additional speed sensor on my climbing bike (Kuota), parts of the route and my speed weren't recorded. This was particularly the case in the Klosters area, especially on a section with tunnels. Therefore, the route was a bit longer there, then recorded. I reckon there's about 3-4 km missing there on my Garmin.

I planned my route with Komoot and did a lot of handwork to find the best route. But on some points I did not see that the route was on gravel-roads or even into a forrest.

Even the stretch from Klosters to Landquart led to a few unplanned and unnecessary detours, some of which ended up on gravel roads and forced me to turn back.

Short before Olten my Garmin crashed several times and did reboot. It seemed to have problems with the routing and/or the long ride. So, I saved the ride, to not losing it. Some time later, it crashed again and I saved the ride once more und continued without routing plan on the Garmin.

So, I had some frustrating moments due to routing issues and the problems with my Garmin.

The routing without the Garmin was especially an issue between the Lake of Neuenburg (after Cressier) and the Lake of Geneve where I got lost several times and the crew also had trouble finding the right route and guiding me. As we'd deliberately chosen not to use the radio, we had to switch to the phone at short notice, which meant we had to keep stopping to find the right way and to give me the information's I needed.

Equipment:

Bikes

- Kuota Kuraro for the start and the climb to Flüelapass
 - o Cadex wheelset
- Cervelo S5 with tri-bars for the rest of the route
 - o Enve 8/9 wheelset and 7/6 as spare wheelset

Light

- Front:
 - o Knogg Blinder 600 for day and twilight
 - o Lupine SL-AX for the night
- Rear :
 - o Knogg cobber medium for al the route

Food

- Drink
 - o Sponsor Carbo fuel
 - o Sponser Ultra Competition
- Food
 - o Winforce Ultra Energy before the start and at the beginning
 - o Winforce Hydro Energy
 - o Winforce Amino Shots
 - o Sponser Magnesium 375
 - o Sponser Salt caps
 - o Sponser Coffein caps

The combined total of the three files shows a total distance of 507 km, which corresponds exactly to the planned route. Also comparing the planned route and the actual route showed, that I was more or less on the planned route and we only lost some time due to the stops.

Analysis of the Garmin data:

1. File: Martina to Olten (274.17 km and 2,497 metres of elevation gain)
2. File: Olten to Ependes (135.13 km and 762 metres of elevation gain)
3. File: Ependes to Chancy (97.86 km and 708 metres of elevation gain)

Total:

Distance: 507.16 km (planned 507 km)

Elevation gain: 3,967 metres (planned according to Komoot: 4,160 metres)

I've attached 4 files : The three parts and one, where everything is joined to one file (done with [File Combiner — FIT File Tools](#))

Finishing point:

- Location : Chancy, border station right at the river
 - o Coordinates : 46.144515, 5.965811
- Finish time: 21.06.2026 at 11:34:48 (11:34:48 am)
 - o Video attached
 - o App on the iPad : AtomUhr
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Summary

It was a great event for me and I'm happy, that I could achieve this goal I've had for such a long time in my head. It was an almost perfect ride with good weather, no problems on the road and also technically almost perfect.

Thanks also to my crew, who supported me throughout the event and were there for me during my crises and low points. They supported me even before the event with their input and personal experiences. And thanks to my family, who also backed me in this endeavour and were there to support me at the event itself.

I couldn't have done it without this great crew.

Michael Lehmann, Oberkirch 22.06.2026