



## The Route

Proceed north from the bicycle towards the main road MA3433 and after about ½ Furlong turn right, followed almost immediately by turning left at the petrol station (Brit for gas station). Follow the road shown in the photograph away from the petrol station through a residential housing scheme for about 1 kilometre, during which the road surface degenerates from tarmac to dusty track. The rubbish seen here alongside the route is disappointing and demonstrates an unfortunate lack of interest in the environment by the local populace. (Or maybe just shows how the changing situation in Europe is affecting basic ownership and values?)



At 39° 49.476N, 3° 6.462E take a turn to the left on the dusty track and almost immediately come upon a sort of round-about in the road; continue west towards the hill. Follow the track towards the hill as it gently curves to the south and left, taking the next opening to the right past the Coves de San Marti. These caves were a tourist sight, probably worth seeing; they are now considered unsafe due to rockfalls and

this is a prime example of somewhere that could be fairly easily restored as a visitor attraction.



Stop at the main road (MA3470)  
39° 49.434N 3° 6.108E.

Be patient here as there may be traffic and some of it quite fast. However, you should eventually get across and be faced with a narrow concrete roadway climbing gently and curving to the left. Follow this track for about 5 furlongs (1km) as it gradually gains height winding clockwise around the hill.



Don't be too concerned when the track drops about 20 metres ( $39^{\circ} 49.65N$   $3^{\circ} 5.646E$ ) going through a double bend as it quickly regains the loss in the following two furlongs. Pass by a small roofless building beneath the pines. The sound of the tree crickets is almost deafening, however this track through the trees provide much needed shade if (as I did) you walk this in July/August.



Eventually you will reach tarmac road again at a small ( $39^{\circ} 49.968N$   $3^{\circ} 5.544E$ ) house and garden under the trees. This is a junction for a variety of tracks/roadway and take care to remember which route you will need for the return. This photo is taken showing the next part of the route. The photographer has his back to the small house and garden. From here on the route is all on tarmacadam

and little description is required for navigation purposes. Suffice it to say that the climb is fairly steep to the radio mast collection at the summit. ( $39^{\circ} 50.118N$   $3^{\circ} 5.772E$ ) The radio masts are at 247metres altitude and the southern summit (without the tarmac roadway) is 268metres altitude.



The southern higher summit is a bit of a scramble to achieve and no particular route is recommended as it is hoped that common sense and prior experience will dictate how to approach it. Needless to say my scramble route up and down would not have met most safety conscious guidelines, although the view from the summit is well worth the effort. This photo shows a potential starting point to the southern summit.



In my case I had maps at 1:25,000 (2½ inch to 1 mile) and 1:40,000 (1inch to 1 kilometre) and these proved very helpful, although the changes in Mallorca seem to be outstripping the information available very rapidly indeed. Possibly the Spanish mapping agency is not quite up to IGN/OS standards with detail and accuracy. (Germany must have a similar mapping agency which is also probably pretty good but I'm not aware of it.) Italian Carte Topographice are also pretty good and better than the Spanish. (Sorry Spain....)