

**John o'Groats to Land's End August, Vince and Roz Simmonds,  
August 2022.**

**This is my account of our journey.**



*Start: John o'Groats, north-east Scotland*

**Distance covered: c.2045km [1270 miles] with 20, 340m elevation gain over 20 days.**



*Finish: Land's End, south-west England*

### 31.07.2022 THE JOURNEY NORTH...

Hired a van on a one-way trip from Hertz in Bristol and had collected yesterday ready for today's journey. After breakfast and some fannying around got the bikes into the van plus all the other necessary bits and pieces we would need on our bicycle ride. We set-off for Scotland in good time and were soon on the motorway network heading north. It was a trouble-free journey without any major hold-ups and no route-finding issues. We stopped, very briefly, at Tebay Services for a toilet break and a snack, it was packed with people. We continued on our way and eventually arrived at Golspie (Sutherland) late afternoon. We stopped for chips before continuing north, stopping to visit Carn Liath broch, southwest of Brora.



*Carn Liath broch, near Brora, Sutherland. Brochs are only found in Scotland, mostly in the north and west. The form of these huge round towers probably developed from earlier roundhouses which became increasingly complex and impressive. Built from drystone, Carn Liath has a narrow entrance passage at ground level, with a guard cell on the north side, and a stairway running up between the two walls, which would have led to upper floors (Historic Scotland, online accessed 23/08/22)*

The intention was to spend the night in the lay-by across the road from the broch, but it was too close to the road and rather noisy so decided to find somewhere else. We ended up in the harbour car park (free) at Helmsdale which was much more peaceful. Even got a glimpse of a seal.



*The harbour at Helmsdale*

### **01.08.2022 WICK TO JOHN O'GROATS 26.47km, 207m elevation gain, 1:18:32**

It was not the most comfortable night spent cramped in the front of the van. Tried to get in the back but any movement set-off the alarm. So, after not much sleep we got ourselves ready and continued the journey to Wick to deliver the van. We had time to spare so visited a supermarket for some provisions and had something to eat and drink while we waited for the Hertz office to open. Eventually, it was time for the office to open so drove there and unloaded the bikes and kit ready to ride. Handed over the van following the obligatory check round, sorted the paperwork, and on our way to John o'Groats.



*A99 Wick to John o'Groats*

Although an 'A-classed' road the A99 was relatively quiet. The weather was good with sunshine, just a bit breezy along the mostly coastal route. We arrived at our destination by mid-morning. There followed a frustrating (for me) period of faffing around, Roz's handlebar bag was ill-fitting and overloaded and had slipped down onto the front mudguard causing it to rub on the wheel, so I had to sort that out, then she wanted to go for a swim, all I wanted to do was ride! There were, of course, the obligatory photographs of the signpost and things. Eventually, we were on our way.

### **JOHN O'GROATS TO BETTYHILL 82km, 916m, 4:36:24**

We set off following National Cycle Network (NCN) Route 1. It was a pleasant ride in the sunshine although there was a stiff breeze into our faces. The route trended southwest with good views of the Orkney Islands and the north coast of mainland Scotland. At times, the route moved slightly inland. We stopped for a break at Dunnet Bay so Roz could go for a swim (apparently, she had only paddled at John o'Groats). Also, something to eat and drink. The route then went inland before turning northwest to Thurso. Quickly through the town heading back inland along an undulating route, nothing excessive. Back towards the coast, passing Dounreay Nuclear Power Development Establishment on the way. We got to Farr Bay where we decided to go down to the beach, not an easy task with heavily laden bicycles but it looked like a good camp spot on the beach close to the dunes. The only issue was the appearance of midges in the evening that said it was still a pleasant spot and closer to the sea was midge-free. Some interesting geology too lovely examples of micro-chevron folding to be seen in the metamorphic rocks (hornblende rocks and siliceous granulite, migmatitic derivatives according to Cheung, 1943). Roz swam, I paddled, we ate and drank, the tent was pitched, it was still warm. During the evening the weather changed, clouds could be seen building through the late afternoon, and light rain began to fall.

### **02.08.2022 BETTYHILL TO STRUIE WOODS 100.15km, 1030m, 6:59:24**

In the morning, after a light breakfast (porridge, a very Scottish thing) we packed up and headed off.

Now the tent was wet, and everything was covered in sand. It was a slog pushing the bikes back across the beach to regain the road. It was still damp.



*Farr Bay*

A little climb to start the day. Just after Bettyhill we diverted from NCN 1 to follow the B871 road through Strath Naver going alongside the river, forest, and loch. It was a pretty valley with some interesting buildings constructed in corrugated iron sheeting including the public hall and small church. There were plenty of other archaeological features including cairns, hut circles, homesteads, and burial mounds.



*Strathnaver Public Hall. Corrugated iron buildings were once a common sight in the Highlands around the turn of the century but have now become something of a rarity. Originally known as portable houses, they first appeared around 1830, but only became widely adopted toward the end of the 19th century. In those days, corrugated iron was a more substantial material than the flimsy sheet metal product we know today, and the houses produced then were of significantly better quality than similar structures produced today. The original so-called corrugated iron was actually wrought iron, much thicker and robust than the thin, flexible sheet material the term refers to today, and galvanised to resist the weather. The houses were usually purchased as fairly inexpensive kits, able to be erected quickly, and capable of serving the needs of a small community, being available as ready-to-assemble kits for domestic houses, offices, stables, ballrooms, churches, and hospitals, as described in the catalogue of one the suppliers of the time, William Cooper Ltd. (Secret Scotland, online accessed 24/08/22).*

The weather was not great. It was wet and the wind strengthened, a headwind too. It was a slog along the more open stretches of road alongside Loch Naver. We re-joined NCN 1 at Altnaharra. From here began a long climb, c.11km, with some steeper sections near the top. Across the undulating plateau, passing the remote Crask Inn, there had been considerable forestry work so there was not much shelter from the wind. There was a good descent down to Loch Shin and Lairg. We stopped at the convenience store for supplies (especially water) and then back on the bikes to look for a café. There was nothing in the town, so we continued to ride. On the outskirts of Lairg we came across a food cabin where we stopped for a bite to eat and something to drink, very good it was too. And the weather had improved. Continued following NCN 1 parallel to River Shin and through Shin Forest. We stopped at Shin Falls to watch salmon progressing upstream and leaping the falls, the fish were of an impressive size. Beyond Invershin, the route follows the A836 to Dornoch Firth for a while before turning onto the B9176, the direct route to Dingwall, and it was a rat-run, plenty of 'impatient wankers'! It was narrow and steep.



*Taking a break near Lairg*



*Shin Falls*

We got as far as the bridge over Easter Fearn Burn. From here we followed a forestry track in search of a suitable camp spot. A bit of a push up the track and we came to a suitable location and made camp. The tent was soon dry in the warmer, breezy conditions. And the views were good. The breeze kept the midges at bay (well). Supper was prepared and eaten before we retired to the tent.

### **03.08.2022 STRUIE WOODS TO FOYERS 92.4km, 822m, 5:52:42**

An early wake up, packed the tent, a light breakfast, and a roll down the forestry track to regain the road. We had a stiff climb to start the day up and over the hill on the road to Dingwall (B9176). A good descent the other side, then alongside the Cromarty Firth (we had crossed over this a few days ago on the way to Wick in the van). We stopped for an excellent breakfast at a garden centre at Mountgerald, just outside of Dingwall. An undulating route into Dingwall and onto Inverness including a section of main road which was unpleasant, far too noisy. A bit of a diversion to get over the cable-stayed Kessock Bridge to Inverness. In the town we spent some time looking for an outdoor store so the I could purchase a rain jacket as I had forgotten to pack one (cost £80 at Black's). Leaving Inverness, we diverted from the Sustrans Guidebook to cycle through the Great Glen Fault. We followed the B862 (yet another section of General Wade's Military Road) to Dores, then onto the B852. Some fine views of the north-eastern end of Loch Ness.



*Loch Ness from Dores*

The B852 continues along the route of General Wade's Military Road. Although it should have been a pleasant ride alongside the loch, the road was plagued by "wanker-vans" and other impatient twats. It was an undulating ride with quite a lot of short but steep sections and suitable camp spots looked few and far between, lots of people along the shoreline. In the end we dropped down to Lower Foyers where we booked into a campsite (cost about £28 for the night). It was nice to have the opportunity for a warm shower and wash some kit (on-site laundry facility). But first a swim in Loch Ness, I must admit that Roz was keener on this idea than I was. The views of the loch were awesome, it is a magnificent landscape.

I do not know what it is about campsites but there is always some inconsiderate wanker that will insist on playing a crap choice of music very loudly. Eventually, it quietened down and we were able to sleep.

### **04.08.2022 FOYERS TO LAGGAN WOLFTRAX 107.8km, 1258m, 7:15:30**

A chilled start to the day, Roz went down to the shores of Loch Ness to paint, I mooched about for a while taking in the panoramic views of the loch in the early morning light, superb. Soon, however, it was time to get our act together and set about preparing for the day ahead. We had a still climb to start the day from loch-side up to the road and regain the route. Following the B862 the climbing continued up to Suidhe Chumein at 393m OD, then a nice decent passing Loch Tarff through some stunning upland scenery. A fast descent down to Fort Augustus where we stopped for breakfast. Some more corrugated iron structures in Fort Augustus.



*Another corrugated iron structure, Fort Augustus*

An impressive set of locks marks the start of the path alongside the Caledonian Canal (part of the Great Glen Way). The Caledonian Canal connects the Scottish east coast at Inverness with the west coast at Corpach near Fort William in Scotland.



*To the north-east the Caledonian Canal leads into Loch Ness*

The canal was constructed in the early nineteenth century by Scottish engineer Thomas Telford. Good gravel surface, hard-packed and wide. Weather was okay with the usual headwind. Over the swing bridge at Oich to become re-acquainted with General Wade's Military Road (still on the Great Glen Way) alongside Loch Oich and the Caledonian Canal. Further along at Laggan Lock's we crossed to the north-side of Loch Lochy, a little bit of tarmac to start then onto more gravel, forestry track. This was good track, undulating and lumpy in places but, it has to be said, that gravel is not quick and can be strength sapping over the distances we were travelling, and we were riding a lot of it today. Spectacular views make it all worth it, the scenery is stunning!



*Loch Lochy*

The gravel section stopped for us at Clunes where we picked up NCN 78 to Gairloch. Then B8004 onto the A82 to Spean Bridge. To get back to the Sustrans route following our diversion to ride the Great Glen Fault we needed to follow the A86 for some distance. Thankfully, it was not excessively busy, there were lorries and ‘wanker-vans’ of course, these always seemed to be behind as we were grinding away upslope. Stopped for a breather at Laggan Dam and to admire the views. The reservoir was very low, not sure whether this has anything to do with weather conditions or because the reservoir was used to provide the energy for hydro-electric power. The grind continued past Loch Laggan and River Pattack to Laggan Wolftrax. Here was a bike centre with associated car park, and more importantly, an outside, working tap – we were low on water. Following a chat with a girl who worked at the bike hire shop and was overnighing in her van, we found a suitable camp spot and pitched the tent.



*Laggan Dam and reservoir*

**05.08.2022 LAGGAN WOLFTRAX TO CRAGGAN (LOCH TAY) 117.8km, 1071m, 6:54:13**

As is becoming the norm we were awake by 05:00 and starting to get kit packed. A light breakfast (porridge with sultanas, coffee/peppermint tea) to set us up, tent packed, bikes loaded, a quick check around the camping spot, and on the road by 07:00. It was a nice, fresh early morning, and it was peaceful for the most part. Just a short section of the A86 to follow before turning onto the A889 to



Dalwhinnie (where we would regain the Sustrans Guidebook route). The A889 is another continuance of General Wade's Military Road. It was a pleasantly scenic, undulating ride through a largely, agricultural landscape with some tracts of forestry too. At Dalwhinnie we stopped for a cooked breakfast in a local café. After breakfast back onto NCN 7 through the Pass of Drumochter, alongside the railway and through Glen Garry to Blair Atholl. Good road and some quick kilometres. Passed through Blair Atholl to Pitlochry, picking up some provisions along the way. Pitlochry marks the end of the Scottish Highland's section in the Sustrans Guidebook, and we were now beginning the Southern Scotland section. From Pitlochry we continued on NCN 7 over the River Tummel to the Tay Valley (Strath Tay) to Kenmore at the NE end of Loch Tay. Along the way we stopped to have a chat to a group of archaeologist's working at an open area excavation (*Albion Archaeology*). A commercial enterprise carrying out mitigation prior to development for industrial units, a bit odd as the site appeared to be in the middle of nowhere. There was a former 'castle' nearby, groups of post-holes seemed to be all that was showing up. Didn't look to be great geology to dig. We left them to it and carried on our way. At Kenmore, I had hoped to have a look at a reconstructed crannog at the Scottish Crannog Centre, only to be disappointed as it had been destroyed by a fire in June 2021. All that was left were a few wooden posts just visible above the water.



*A few wooden posts, all that can be seen of the former crannog!(centre image)*

Again, an undulating road alongside Loch Tay. The area had the unfortunate whiff of money, people, and paranoia, lots of signs stating, 'Private Land,' fenced land, and the prospects of suitable wild camping spots were looking slim. In the end we settled for a mostly secluded, wide roadside ditch within the boundaries of Tay Park (near Craggan). It required the removal of some twigs and branches, but it was adequate, we pitched the tent and settled down for the night.

#### **06.08.2022 CRAGGAN (LOCH TAY) TO BALLOCH 100.4km, 1251m, 7:07:55**

It was a surprisingly comfortable night in our roadside ditch location, there were some disturbances from passing vehicles, but these were few and far between. 05:00'ish, we were awake and stashing kit away, a light breakfast, and on the road about 07:00. A grey, damp start to the day. Another undulating road, with a few steep sections on the way to Killin. We stopped for a short time to admire the Falls of Dochart, also at Killin is found the Clan Macnab burial site and I couldn't resist sending a photo to Snablet (in New Zealand). Leaving Killin we were quickly onto a gravel section, the Killin Railway an extension of the Callander Line, an extension of the Callander to Oban Railway built in 1880. Then a steep section of forestry track before returning to the gentle incline of the railway – fantastic engineering feat, especially the ride over the Glen Ogle Viaduct. It was a shame about the weather, a "dreich" day

as the Scottish might describe it. The trail followed the Rob Roy Way through majestic glens and alongside several lochs.



*Falls of Dochart*



*Glen Ogle Viaduct*

We passed through Callander to Aberfoyle. Then onto quiet roads, passing through Gartmore towards Drymen. Along the way we stopped roadside, following a long, steep climb for a brew and a bite to eat. This section of road was arduous with a crappy road surface and several steep climbs, the ever-present headwind didn't help either. Another steep climb was followed by a long, fast descent into Drymen. Passing through the village, a walk down a steep flight of steps (this was the only time that Roz was ahead of me). Then back onto quiet country rads and lanes towards Balloch. At one of my frequent stops to wait for Roz I realised my grey waist-bag was no longer attached to my bike neither was the new orange rain jacket I had purchased in Inverness. I couldn't have made them secure following our brief stop for tea. Unfortunately, the bag contained some important items – my wallet (including cash and cards), the guidebook, a new pair of reading glasses, bike lock and lights, my journal and other stuff. For me, a frantic retracing of the last stage of our journey to see if I could find the bag and jacket (deep down I wasn't hopeful). I went back to the tea stop which was the last place I can remember seeing the items, but to no avail. I sent a text to Roz for her to continue to Balloch, find some accommodation, and I would meet her there. Unfortunately, we had passed quite a few people on the section around Drymen, so anyone might have picked up the bag and jacket. Nothing I could do now

so turned around and headed on to Balloch, keeping my opened along the way. No-one to blame but me, by the time I reached Balloch I was determined not to let this mishap get in the way of our mission. At Balloch, found Roz, it was a busy Saturday, and no accommodation was available, the campsite was fully booked, and it was getting late. So, after cancelling credit card, a scan of the OS map app revealed a nearby wooded area, so off we went to find a camp spot. Some hike-a-bike along woodland paths, we located a suitable spot, it was a bit close to the suburbs, but it would do. We cleared some debris, pitched the tent, and settled down for the night.

I transferred £250 to Roz's bank account as we would need to use her card, some of the lost items can be replaced later when we get to a town/city.



*On the road from Gartmore to Drymen*

**07.08.2022 BALLOCH TO ABINGTON SERVICES (A74M) 107.8km, 789m, 7:07:00**

A peaceful enough night and more comfortable than anticipated. As has become the norm we stirred about 05:00, packed our kit, and a light breakfast to start the day. On the road about 07:00. A grey, mizzly morning but it was warm. After humping our bikes and bags down the bank and out of the wood, we loaded the bikes, and rolled down the hill into Balloch. The NCN 7 now follows a path alongside the River Leven to Dumbarton. We were far too early for any outdoor stores to be open in Dumbarton and kept going to Glasgow.



*Glasgow riverside*

We arrived in Glasgow about 09:30, no outdoor stores open until 10:00 so we found a Gregg's and got something to eat and drink. Then found another Black's store where I selected a suitable garment in the sale, Rab Downpour ECO, cost £80, plus a small dry-bag (the jacket was exactly the thing I had been looking for a long time). Roz went in store and paid. Then, Evan's Cycles for a bike lock, WH Smith's for notebook and pens, Sainsbury's for provisions. We spent 3 hours in Glasgow shopping and fannying around (all down to me) and it was 12:30 before we set-off again. Before we left, I had booked us a room at the Day's Inn located at Abington Services on the A74M. Following NCN 75 it was easy going alongside the river/canal but very urban, scruffy, and litter-strewn at times, not as pleasant as the Highland's, loch's, and glens. At times, it became rather dull and monotonous. The 'morphing' of NCN 75 to become NCN 74 isn't so clear and required some close scrutiny of the OS map app. Eventually, we found our bearings, although the NCN 74 route seems to be contrived at times going in and out and around the houses. In the end took the option to follow the Carlisle Road which was more direct but was unpleasant traffic-wise. There are an awful lot of impatient wankers on the road. When we regained NCN 74 it flitted from good to not so good sections. There was a last long climb up and over the northern flank of Craighead Hill to roll down to our final destination, Abington Services. Checked in, we were allowed to take our bikes up to our room. We needed a warm shower, washed some smelly cycling kit, and got our electronic devices charged. Dinner was purchased in the services so not a great selection (some places were closed). Settled for burger and chips at Burger King. Returned to Day's Inn, chilled for a while, watched some athletics on TV, and wrote-up some notes on the day's events.

### **08.08.2022 ABINGTON SERVICES (SCOTLAND) TO DALSTON (CUMBRIA, ENGLAND)**

**121.5km, 687m, 6:58:38**

Everytime, I stirred during the night I could hear the 'hum' of traffic on the nearby A74M, but still managed to get some rest. It was nice to have some space to sort thing out in the morning, and all the electronic devices were fully charged. We were on our way by 08:15. Spent most of the day riding parallel to the A74M and could hear the traffic all the way. Sometimes on road, sometimes on cycle paths. Not very inspiring cycling really, it was, in fact monotonous and tedious. Just after Ecclefechan we got onto quieter country roads and lanes into Gretna, this was much better cycling. We followed NCN 74 for much of the day, but curiously, this route is no longer to be supported by the network – several markers indicate that the route terminates. Through Gretna onto Carlisle. It was disappointing that there were signs on this route that we had passed from Scotland into England.



We were now back to following NCN 7 and will stay with this route tomorrow too. We got to Carlisle at rush-hour, and it was manic. Stopped for provisions at a supermarket (Asda). Followed a path alongside the River Calder, stayed with this while looking for a wild camp spot. We had to get beyond the range of the average dog walker. Eventually, we found a spot to camp, although it was close to a railway and the occasional jogger/cyclist passed by, we were 'just about' out of sight.

The weather had been superb, warm sunshine and a light breeze. Fine weather always makes cycling more pleasurable. There is a heatwave forecast for later in the week, which will be interesting!

## **09.08.2022 DALSTON TO LOW CARLINGILL (nr. TEBAY) 98.11km, 1443m, 6:45:54**

05:00 wake up, not an entirely undisturbed night on the riverbank, we were close to a railway, and then there is the fidgeting, rummaging, and snoring of my tent partner. That aside, it was a fine morning to go for a bike ride. On our way towards Penrith, NCN 71, alongside the river for a little while then through the village of Dalston onto country roads and lanes. A super sunshine ride all the way to Penrith, a very enjoyable 32km (20 miles). Found a tucked away café for breakfast, shopping for provisions, Roz bought a cotton shirt to cover up from the sun. Then off again, NCN 68, again not great signage in the more urban areas, possibly due to posts getting replaced but not the stickers/markers on the old ones. Once we got our bearings it was good cycling. However, the temperature was now rising and by the time we arrived at Appleby-in-Westmoreland it was very warm indeed (and Roz is not a fan of warm weather). Chatting to cyclists coming the other way (LEJOG) it has been very dry in the south. And it is forecast to get warmer. A long break in Appleby and took the opportunity to air/dry sleeping kit and tent. Covered c.60km so far today. Break over, kit packed and set-off for wherever we got to. We stopped very briefly at Low Borrowbridge to look for a Roman Camp (marked on OS map) but were told by the farmer that access was not possible, so we rode on to look for a camp spot. At the end of the day, we fell a little bit short of our 100km target, but it was near to 20:00 and suitable camp spots had been few and far between. In the end we settled for another roadside verge beside a stone wall on a very quiet country lane at the foot of Blease Fell. Unfortunately, the M6 is on the other side of the valley, and a railway line, so had to put up with some background noise (we were just south of Tebay).



*Brougham Castle*

One of the day's highlights (for me, anyway) was a nice view of Brougham Castle, just southeast of Penrith. Founded in the 13<sup>th</sup> century and located on the banks of the River Eamont. Also, a quick detour to Rutter Falls, near Great Asby. They might have been a bit more spectacular had there been more water in the beck. Next to the falls, an 18<sup>th</sup> century former mill with a waterwheel still present.

Today we had been following the usual undulating route with some steeper climbs that, thankfully, were not very long. The outcome was that it was our biggest climbing day at 1443m elevation gained.

## **10.08.2022 LOW CARLINGILL TO ALEX GEE'S HOUSE (LONGRIDGE, nr. PRESTON)**

**124.7km, 2142m, 9:16:48**

The M6 provided a background drone of traffic throughout the night, it did not let-up, interspersed with the occasional clatter of a rain passing by. Thankfully, Roz's snoring was not so loud or persistent last night.



*Rutter Falls*

The usual 05:00 stirring, kit packing, breakfast, and all that stuff. More undulating riding through roads and lanes with the odd steep climb to wake us up.



*Crook of Lune Bridge*

Rolled down off the fells into Milnthorpe where we stopped for breakfast, some provisions, especially water. The temperature was rising, and it was already warm. Sated and rested we moved on to complete Sustrans stage 15 at Borwick and started the next one. There were some route-finding issues as for some reason NCN 6 changed and we were following Lancashire Cycleway, some retracing of our route was required, this did not go well with Roz (it was getting warm!). Anyway, we arrived at Borwick where we stopped for a break on the village green. Aired/dried sleeping kit and tent, ice-cream, and cold drinks, and uploaded next section to OS map app. The next stage will be a tough one as we will be going up and over the Forest of Bowland.

*At Bowland, 49.8km, taking us over 1000km pedalled!*

Continuing on our way from Borwick, more up and down, and a steady longer climb up to Tatham Fell and Slaidburn Road to the 'Cross of Greet.'



*The 'Cross of Greet'*

The last bit was exceptionally steep, and it was very warm! Cracking descent down the other side though. Then more climbing up the other side, up and over towards Holden.



*Roz nears the top of Slaidburn Road*

It was a slow journey to Waddington where we diverted from the route to make our way to Alex Gee's house in Longridge, near Preston. Unfortunately, I had chosen the shortest route which turned out to be the steepest too. The direct route over Longridge Fell meant pedalling up Birdy Brow, which is very, very steep, the toughest climb so far. It was slow going, it was getting late, and it was dark by the time we got to Alex's place, thankfully I had been there before and knew where we were going. It was 22:00 and all the local takeaway's were now closed. Thanks to Alex who prepared us a meal while we took a shower and freshened up after a hard day's riding. We chatted until midnight.

A hard but scenic day's riding included some good views of the Yorkshire Dales – Ingleborough, Wharfedale, and Gragareth. It had been an even bigger climbing day than yesterday, 2142m elevation gained!

## **11.08.2022 ALEX'S HOUSE TO MANCHESTER 78.45km, 655m, 6:16:06**

After yesterday's late finish, a not unexpected slower start to the day, rising at 06:30. Not sure about today's route as it looks very urban, Sustrans stage 13 ends in the centre of Manchester. We will have to see how the day unfolds – it was a long, hard ride yesterday and it is forecast to be another very warm day.

On the road at 08:45, Alex cycled along with us to Whalley, where we were back on the route, and up the Old Whalley Road (a long climb with a steady gradient). On the way, good views of Longridge Fell and Birdy Brow at the eastern end. Made the decision early in the day to settle for a shorter ride today and finish in the centre of Manchester. Booked a room at Premier Inn (Manchester Central, £59.50). It was c.15km from Alex's place to Whalley and c.60km from Whalley to Manchester (Sustrans stage 13).

The usual route-finding issues through urban setting which required a lot of stopping to check. It takes time but it is better than having to retrace the ride following a mistake. And it was warming up! Not a fan of towns, routes are usually scruffy and through industrial areas and housing estates. Lots of litter and rubbish. It was slow going until Tottington where we followed a disused railway line for a little while. At Bury, we cycled along a track leading onto the towpath alongside the disused, choked Manchester, Bolton, and Bury Canal, before riding alongside the River Irwell taking us into Manchester.



*Manchester, Bolton, and Bury Canal*

We made our way to the Premier Inn, checked in, loaded the bikes into a lift as our room was on the seventh floor. A shower, cup of tea, and chilled for a while. Updated my notes with a summary of the day's events and watched some cricket on TV. After a rest we decided to go out for something to eat, settled on Korean. It was okay, rice and noodles, filled a hole. We returned to the hotel to relax some more before retiring for the night. It was still warm.

*Urban routes seem to spend a lot of time going in and out, and around the houses, without gaining much linear distance. A waste of time and effort really!*

## **12.08.2022 MANCHESTER TO ADDERLEY 99.06km, 437m, 6:53:53**

Stirred around 05:15 and slowly started to get our act together. The weather forecast is WARM, there is an amber warning for a heatwave with temperatures in excess of 30 degs C in some parts of England including the Midlands.





*Lloyd's Building, Manchester*

Getting out of central Manchester was relatively stress-free, we were early enough to beat the traffic (07:30). Rode some lumpy gravel alongside the River Mersey then an error locating the Bridgewater Canal (missed the turn and it wasn't well signed). A local runner gave us some assistance and guided us to where we needed to be. Back on track and it was a decent trail. Followed the Trans Pennine Trail (Lymm Valley Railway) until it ended at Heatley, onto easy rolling roads to Northwich. Some nice gravel alongside the River Weaver (Weaver Way) to Winsford, passing salt workings (Winsford Salt Mine, the largest salt mine in Britain) along the way. Good roads to Nantwich where we stopped for supplies (water). By now it was really warm. Some excellent Tudor-style buildings in the town (and a new pair of sandals for me as the old ones had just split).



*Tudor-style buildings in Nantwich town centre*

After a stop for something to eat and drink we headed on Sustrans stage 11 (just finished stage 12) Nantwich to Bridgnorth. No intention of going all the way today but aim to complete our target of 100km for the day. Stayed on route to Audlem then took a diversion along the towpath of the Shropshire Union Canal. The thinking was that it would be easier to find a suitable camping spot along the canal. The path was okay near the town but deteriorated somewhat further on, becoming lumpy and, at times, uncomfortable. There was a nice flight of locks on the south-side of Audlem. We fell a bit short of our

target because an ideal camp spot was found. Located on a mostly disused canal overbridge, just to the south of Adderley Locks. A peaceful spot with a view along the canal on both sides. It was 20:00 when we made camp. Pitched tent, ate dinner, and went to bed.

*On the trip so far, we have found that dehydrated meals are best, such as pasta and noodles (Mug Shots and that sort of stuff). Much lighter to carry and they don't stick to the bottom of the pan when re-heating.*



*Camping on the canal overbridge, south of Adderley Locks, Shropshire Union Canal*

**13.08.2022 ADDERLEY TO LEAPGATE (nr. HARTLEBURY) 101.7km, 1066m, 7:42:20**

As is the norm, awake by 05:00 and packing stuff away before a light breakfast, porridge, to get on the way. All packed, bikes loaded and on our way at 06:50. A lumpy ride along the towpath to Market Drayton where we struggled down some steep steps and a narrow, awkward gate to regain the cycle route. On our way to Newport, NCN 552. Lovely rolling roads with some good fast stretches to Newport where we stopped for a breakfast (I enjoyed some pancakes with berries and a decent coffee). The day was already starting to warm-up. From Newport we were on easy roads to Telford, through the town relatively easily, well-signed and good cycle/ped. paths, NCN 55.



*Coalport Bridge, built 1818*

To the south of Telford, a super trail following a disused railway line (Silkin Way). This drops down to Coalport and an impressive cast-iron bridge crossing the River Severn, Coalport Bridge built 1818. From Coalport were good gravel tracks following NCN 45, leading most of the way to Bridgnorth and the end of another Sustrans stage (11). Stopped in the town for provisions and ice-creams, then continued our journey. Undulating roads with some steep climbs, although none were too long. More gravel through the Severn valley. We got to Hampton Loade, but when asked Roz didn't know, or couldn't remember where Mike and Emma's place was, so we kept going. We stopped for afternoon tea at a river crossing in the Severn Valley Country Park. A steep climb up and out of the park and onto country roads, a fast descent down to Upper Arley. We stopped to paddle in the River Severn before a stiff longer climb up to the Wyre Forest. Some good gravel tracks up and down and around in the forest eventually dropping down to Bewdley. We stopped to share a monster portion of chips and curry sauce on a busy evening by the banks of the Severn. Then off to find a bivvy spot. Across the Severn, by-passed Stourport on Severn, over the Staffordshire & Worcestershire canal and the River Stour and onto the old Leapgate Railway. A couple of possible sites on the OS map turned out to be 'no-goers' and we settled for the corner of a pumpkin field. It was getting late, 21:00, but the 'chosen' spot was next to a route favoured by a couple of dog walkers, we couldn't be bothered moving on so settled down here anyway.

It had been a warm day, temperatures in excess of 30°C, it was cooler to keep pedalling!

**14.08.2022 LEAPGATE TO KINGTON (FOWLER'S HILL) 136.4km, c.700m, c.8.5hrs (a glitch with the Garmin Edge)**



*Early morning in the pumpkin patch!*

It was an unsettled night. As it had been so warm, I had settled down in just my silk sleep-sheet but, during the night, the temperature fell, and I had to resort to the down sleeping bag. Also, there was a background of noise, at first, I thought it was traffic, but it could have been a nearby factory. There were vehicle movements and dogs barking too. 05:00 we were awake and getting our acts together. It is much quicker packing away bivvy bags. The usual light breakfast and on the road before 06:30. The plan was to get to Gloucester and beyond, we will see how the day unfolds. A really pleasant early morning ride along gently rolling roads and lanes, kilometres clicked by. We got to Worcester before 08:30 (30km cycled) and after a walk around found somewhere open and serving breakfast. I leaned my bike against a flower planter think it was sturdy enough, it was not, and over it went with a crash, flowers and soil sent everywhere. So, we had to clean-up the mess and re-plant the floral display before ordering breakfast. It was a Wetherspoon's pub, serving a good value breakfast (as good as any others

we'd had) and they fill all our water bottles (something to remember for future trips). On Sustrans stage 9 now, Worcester to Gloucester. We had good riding to the village of Twyning where we had a break, stopping on the green to air/dry sleeping kit. One of the issues with bivvy bags is condensation on the inside. Ice-creams and cold drinks from the local shop were good, it was very warm. Getting ready to set-off again, I found that the Garmin Edge cycle computer had malfunctioned, probably due to the heat, c.35 degs C today. This morning's data appears to be wiped! Luckily, I had made a note of the distance travelled so far today when we stopped, 59.5km. I fiddled about with the Garmin for far too long but got it working again to record the rest of today's ride. I'll try and sort out the other issues when we get to Rugmoor on Monday. It was easy going through the Vale of Evesham to Gloucester.



*Gloucester Docks*

At Gloucester, we had a lovely Italian meal (with a couple of bottles of cold beer 0%, of course) at the docks to set us up for the next section of the day. Next Sustrans stage 8, Gloucester to Bristol. A lovely ride along the Severn Valley following canals, rivers, and lanes, it was mostly level with the odd bump here and there. We had to make a detour when the lane we were following ended at the river and the ferry crossing had long ceased to operate. A lumpy ride along a riverside bridlepath, at least, it was scenic, and not too long. Back on track we followed the Sharpness Canal for quite a distance, stopped for another beer, it was still warm. We kept pressing on through the lanes in search of a suitable bivvy spot, it was surprising how populated this part of the countryside is. We thought we'd located a suitable spot after humping our heavy bikes along a steep gravelly bridlepath to a small wood but were noticed by an inquisitive landowner in the field opposite our chosen spot. So, we had a brew and waited for a while. We waited, nothing further happened, so we bivvied down for the night.

*One of my best purchases for this adventure was the two Alpkit Cloudbase inflatable sleeping mats – they were superb, they make anywhere comfortable!*

### **15.08.2022 KINGTON TO RUGMOOR 59.6km, 519m, 4:14:36**

Awoke 05:30, started to get stuff together, water on the boil for porridge and beverages. It was actually a very pleasant bivvy spot in the woods in spite of the initial unease yesterday evening. We were on the road before 07:00. It was nice and easy going to Severn Beach, a mixture of roads, lanes, and cycle tracks. However, Bristol is hilly, with some steep climbs up towards Cribb's Causeway. Then a few route-finding issues – too many routes offering alternatives, all with the same number, and going in different directions! Eventually, found the route we wanted. There was an exceptionally steep little climb up onto Durdham Down, then over the Downs to Clifton. The route again was indistinct, and we

opted to roll down a road into the centre of Bristol to finish stage 8 at the Docks area. We stopped here for breakfast. It was an overcast and sticky morning, it felt like rain was coming.



*Bristol Docks*

Light rain was falling when we departed Bristol city centre. A bridge closure forced a detour to the route, and we cycled along the cobbled Welsh Back to the next bridge over the river. I couldn't believe it when after c.1500km of riding I had a puncture – a big lump of broken glass stuck through my tyre! New inner tube inserted and back on our way. Followed NCN 3 from Temple Meads, this is a route I am familiar with so no route-finding issues here. By now the rain had ceased and we had a steady ride, although there was plenty of climbing, all the way back to Rugmoor. Took Roz around the new section of Chew Lake recreational trail.

Just a short ride today to allow more time at home to sort a few things out, kit to wash, bikes needed a clean and lube, adjust bike set-up, etc. And, generally, have a rest. In truth, Roz did the kit washing and that sort of stuff. Me, I charged devices and power packs, watched sport on TV, drank some beer (0%), and sorted out the Garmin/Samsung connection issues.

*The new cycle tracks around the Severn Beach distribution centres and industrial parks look good but are already showing rapid deterioration due to subsidence as a result of poorly compacted sub-strat. This, probably, due to fast-track construction phases. A lot of the cracking is longitudinal which can be hazardous for cyclists, especially for those with skinny tyres!*

### **16.08.2022 (PART 1) RUGMOOR TO GLASTONBURY 35.5km, 437m, 2:18:01**

A later start than usual but not entirely unexpected. Looks like it will be damp ride to start the journey towards Cornwall. Most rides that start from Rugmoor involve a ride up Ridge Lane and today was no exception. Quickly back on NCN 3 and heading for Glastonbury. Initially, riding on familiar roads meant that route-finding presented no issues and we were through Wells in no time and along the road to Launcherley. It was as we got to the other side of Glastonbury Tor that an issue arose. Somehow, I managed to lose Roz and we became separated. I managed to contact her by text/phone and arranged to meet in the town centre. I made it easily to the meeting place but had to wait a long time for Roz to show up. Annoyingly, she had decided to turn off her phone so I had no means of contacting – I have no idea of why she would turn it off! We had some refreshments before setting-off again.

Somehow, I managed to take the wrong road, probably still seething at the earlier mishap and now, in too much of a rush! It was not a disaster, and no backtracking was needed just found an alternative route

to quickly get back on track. Not sure how, but I had split the day into two parts by inadvertently saving the early ride to Glastonbury. Had to start again and record the next section separately.



*Wells*

**(PART 2) GLASTONBURY TO TAUNTON 57.43km, 236m, 3:27:09**



*Glastonbury Tribunal*

It was good riding along and over Somerset's lanes, moors, and levels with some good gravel sections chucked in. Disused railway track at Cossington, trails alongside King's Sedgemoor Drain and River Parrett into Bridgwater. A lovely afternoon snack at Piggy's in the town before getting onto the Bridgwater to Taunton Canal towpath. The sky grew ever darker, and it began to rain. At first, it was okay, then the rain got heavier. By the time we had reached Taunton the rain was torrential. An executive decision was made, by me, and we called it a day while taking shelter beneath an overbridge. Googled accommodation in Taunton and booked a room at a nearby Premier Inn. It was quite a bit more expensive than other's we had stayed at but needs must. A bit of a 'faff' getting to the place but we got there in the end. We were now very wet and so was our kit. It transpired that some bag's (most of Roz's) were not waterproof. We emptied everything and spread it around the room to dry, as best as we could.

*In my opinion, at £109, this particular room did not represent value for money. It was overpriced, the room was far too warm, 27.5 degs C, with no way to turn it down, there was a fan but that was noisy, and the windows were already opened. Unfortunately, the premises were located in Priorswood area and close to an exceptionally busy main road through Taunton and the traffic noise was constant. Not the most peaceful of nights, but at least our kit would dry a bit.*

### **17.08.2022 TAUNTON TO PENCLEAVE WOODS (TARKA TRAIL) 127.7km, 1555m, 8:39:22**

As noted above, not the most restful night and I stirred at 04:30, made myself a coffee and wrote some notes. According to the BBC local news on TV, there had been plenty of flash flooding yesterday after the storms, they reported nearly 25mm of rain fell in 15 minutes in some localities. Hopefully, today will not be as wet and we can get some good distance covered. It will get hilly later in the journey. The usual task of getting stuff ready and repacked at a leisurely pace and we were on the road at 06:45. Cycle paths out of Taunton led onto undulating country roads and lanes. It was easy going to begin with but, as we neared Exmoor, the climbing became steeper. We stopped in Bampton (c.09:45, about 40km) for breakfast. Lots of evidence for yesterday's storms along the way – roads strewn with wash-out debris. I almost came a cropper on a fast descent when my front wheel got into some soft mud and grass in the centre of the lane.

From Bampton, it was a short distance to Dulverton that included a couple of steep climbs. In the town a toilet break, and purchased some sweeties and other sundry items, ready for the road ahead. There was a stiff climb up out of Dulverton leading to a stunning ride over Exmoor.



Over East and West Anstey Commons, Venford Moor, Molland Common, Brimblecombe Hill (356m), to Sloley Stone on Castle Common. Also, plenty of archaeological features including barrows and cairns, and sweeping panoramic views. There followed an undulating route to Barnstaple with quite a few steep sections. Cycle paths in Barnstaple, passing a Tesco store where we stopped for some provisions before continuing. Rolled down into the town to join the Tarka Trail. There's been a lot of works to improve the trail since last I used it (Devon Coast to Coast, October 2021). Lots of lovely tarmac made for a smooth ride and rapid progress. Got a good chunk of the next Sustrans stage done. However, there were a lot of people about and finding a suitable wild camp spot was not so easy. Eventually, pedalled far enough from car parks for there to be less wanderers and settled on a spot near a stream in Pencleave Woods, even then there were still a few passers-by. It was nearly 21:00 and we were ready for bed.

A brilliant day's cycling, very enjoyable. The weather had started overcast with some intermittent brief showers, but the sun came out in afternoon.



*View across the river to Appledore from the Tarka Trail*

**18.08.2022 PENCLEAVE WOODS TO PADSTOW 120km, 1341m, 8:23:19**



*Camping spot in Pencleave Woods, just off the Tarka Trail*

As usual stirred around 05:00 and prepared for the day ahead. A pleasant camping spot, ‘hooting’ owls through the night are so much more preferable to incessant sound of traffic. Some early morning cyclists passed by on the trail. We still had another 11km to ride along the trail which was a fine start to the day. We left the Tarka Trail at Petrockstowe to follow the roads and lanes through the rolling Devo countryside, including some steeper climbs. Thankfully, the climbs were short. It has to be said that the surface of the Tarka Trail were far superior to the road surface we were riding on now. Rolled into Holsworthy, c.35km, following another section of cycle track. Breakfast in the town. The rolling hills of Devon continued into Cornwall, and some were more ‘rolling’ than others. A long climb up to Bodmin Moor and we were greeted at the top by some really miserable weather, headwind and driving rain. It was a slog. Found a sheltered spot near Davidstow Woods where we stopped for a brew and a snack before continuing on our way. Passed Crowdy Reservoir, more ups and downs, until finally, a long downhill section led us onto the Camel Trail. A super 10km or so ride into Bodmin. It was still wet but not as wet as up on the moor. We found a chip and stopped for a fish supper. I tried to find some accommodation but to no avail and couldn’t get any response from any local campsites. We would be



wild camping again tonight. Bock on the Camel Trail towards Padstow, stopping in Wadebridge to get some water.



*Stone wall on Bodmin Moor*

It was not an easy task locating a suitable spot to camp for the night and eventually, had to pitch the tent in a field. Not overly keen on camping on private land but needs must. Heavy rain is forecast for later this evening so wanted to get the tent up as soon as possible. Found as discrete as spot as we could, not easy on a sloping surface. Just a brew before getting into the tent and settling down for the night. Spent a little time writing up the day's events.

A grey, wet day. We were wet, and it rained on and off through the night but not as heavily as had been forecast. The tent will be wet when we get around to packing up tomorrow morning.

### **19.08.2022 PADSTOW TO MARAZION 102.4km, 1521m, 8:15:12**



*Looking across the water to Rock from the camping spot*

Awake and moving about, 05.15, moon still visible. Looks like the clouds have lifted, so let's hope for a better, drier day to come. On the bikes, 07:00. Followed the Camel Trail into Padstow then the expected ups and downs to Newquay. We did not go to the beach and stayed on the route, stopped on

the outskirts of the town, Tretharras, at the 'Canteen at the Orchard' after about 30km of pedalling. While we were there managed to dry the tent and recharge smartphone using solar power pack, so all good. Weather had, indeed, improved sunshine and a moderate breeze – good drying weather. The 'ups and downs' between Newquay and Truro became rather tedious after not very long. We met Hazel at Truro Cathedral where we enjoyed tea and cake. After a rest and bidding farewell to Hazel (she had to return to Falmouth to get ready for work this evening) we set-off to get a few more kilometres out of the way. We were on the last Sustrans stage now, 75.06km to go. The road from Truro involved more up and down and route-finding was not always straight forward. Spent a lot of time staring at my OS map app, not always successfully due to poor signal, we persevered. The gravel trail (mining trail) into Redruth might well have been of interest on another occasion but I found it slow and boring today as I wanted to get distance covered quickly. On the outskirts of Redruth, we stopped for chips and curry sauce before pressing on. Rode on through Camborne and Hayle towards Gwallon where I thought there might be a potential camp spot at 'old mining works' marked on the OS map, but this was not any good, so we continued to Marazion. We had crossed from the north- to south-side of Cornwall. After some indecisiveness we finally settled on pitching the tent amongst the reeds on the RSPB reserve at Marazion. A bit naughty but it was a last resort. It was after 20:30 when we set up camp and light was fading. It was a hard, hilly 100km today with a bit too much fannyng around looking for the way on. Just a short distance from here to Land's End and then a return to Penzance to get a train back to Yatton or Bristol, then cycle home from whatever station we arrived at.

### **20.08.2022 MARAZION TO LAND'S END 27.15km, 287m, 1:55:13**

Not a great night's sleep for me, what with Roz's snoring and other sounds like vehicles, trains, peoples voices p sounds seemed to carry a long way at night. Awake and penning notes at 04:45. Might as well start packing kit away too. Usual stuff to start the day, porridge with beverage of choice – coffee for me, peppermint tea for Roz. On the road for the ride to Land's End by 06:30.



*Mousehole*

More up and downs were to follow, the climb out of Mousehole was especially steep. Now getting towards the end of the ride I was finding the undulations quite tedious. We passed by quite a lot of archaeological features but did not stop to look closer. From Sennen, a cycle path led to a gravel trail all the way to Land's End. To be honest our arrival at the final destination was an anti-climax, the venue is just tacky, too 'touristy,' the old signpost has been removed and replaced with something flimsy and 'naff' and there was a gaggle of Japanese tourists prancing around taking pointless selfies. We took a couple of customary photographs when we were able and were ready to move on, at least, I was. We

couldn't even get a hot drink or anything else as nothing was open. Obviously, tourists do not wake up until 10:00. We had arrived at 08:45 and were on our way back to Penzance at 09:15.



*Roz at Land's End with the bikes*

### **LAND'S END TO PENZANCE 20.09km, 226m, 1:16:07**

On the return to Penzance there was archaeology to look at along the roadside, including Tregiffian Burial Chamber, dated Neolithic/Early Bronze Age. It has a cast replica of a 'cup-marked' stone, the original is now in a museum. There were standing stones and stone crosses too. In a field, we caught a glimpse of the 'Merry Maidens' stone circle but did not pause to investigate further as we had a train to catch.



*Tregiffian Burial Chamber*

We kept to the B3315 into Penzance rather than return following NCN 3 to avoid some nasty steep and narrow climbs (at Lamorna). There was a steep and narrow descent into Newlyn that was interesting, especially as it is a bus route. Rolled along to the rail station in Penzance only to be very disappointed to find that industrial action had resulted in all trains being cancelled. In fact, I was very pissed off, all that effort today wasted, we could have had a much more leisurely time of it had we known. There followed some frantic phoning around to see if I could organise a one-way vehicle hire but that didn't happen.

Calmed down a bit and came to the conclusion that the best option was to book a room somewhere and catch a train in the mornig. Booked an expensive room (£169) at the Premier Inn opposite the train station. could not check-in until 15:00, it was now 11:00'ish, so nothing else to do but push our heavy bikes around for a while. Found somewhere for a breakfast, then mooched around the town before finding a pub with some outside tables, ordered some drinks and sat writing-up the day's event, so far. Eventually, it was time to check-in, sort the kit, get a shower and chill for a while. Then, spent a frustrating tme trying to book a train for tomorrow – the GWR.com site was slow and sketchy and I somehow maged to double-book the journey. Probably my own fault for not concentrating fully, and I couldn't find a way to get a refund. No matter, tickets booked and will collect from the station in the morning, and bike spaces reserved (I think!).

After a rest we decided to go out for something to eat. Settled on the Wetherspoon's pub we had visited earlier, the food was reasonably priced and drinks were cheap too. I ate too much, too quickly and felt bloated and uncomfortable afterwards. We walked slowly back to the hotel. I watched a film, Roz went to sleep.

### **21.08.2022 THE JOURNEY HOME...HOPEFULLY!**

Not a great night's sleep, I was too warm and had too much on my mind. Stirred at the usual time, 05:00, made myself coffee and sat in bed to drink it, watching TV news. Then I got up to re-pack my panniers. Thinking about going down for breakfast at 06:30. Later when I went for some breakfast Roz decided to go for a swim in the sea, there was plenty of time, train at 10:50. After breakfast I went over to the station to collect the tickets, only to find that the 10:50 train had been cancelled, the next train was at 11:50. However, the booking clerk turned out to be helpful when she gave me an option to reclaim my unnecessary ticket purchase. Now all we had to do was to wait around for a bit longer. We didn't have to vacate the room until 12:00 so that was not an issue. While refitting my panniers back onto the bike I noticed that the rack had broken, a weld had split, made a hasty repair with cable ties and tape. I will need to get it repaired when I get back home.

We arrived at the station with time to spare and the bikes were quickly into the racks in the relevant compartment and found ourselves a seat. Twenty minutes or so to wait around before the train left the station. It was a slow journey as the train stopped at just about every station on the route. At the stops more people got on the train than off it, it became very crowded and lots of people had to stand. I guess there were a lot of people trying to get to wherever they needed to be following yesterday's industrial action and this morning's earlier cancellation. Spoke to the conductor and we were able to get off the train at Yatton, he would notify the guard so we could retrieve our bikes there.

### **YATTON RAIL STATION TO RUGMOOR 22.37km, 253m, 1:14:29**

At Yatton, a quick drink and a packet of crisps in the Railway Inn so that I could use the toilet and change into cycling kit. It's a good ride home from here, although Roz grumbled about some imaginary hills – I don't know what she was on about and ignored her – I left Roz behind and just rode home. Back at Rugmoor, unloaded panniers and other stuff, bike into the garage, cooked something to eat, chucks away, and sit down and relax. **JOB DONE: END TO ENDERS!**

Distance covered: c.2045km [1270 miles] with 20,340m elevation gain in 20 days. Was it worth it? You're damn right it was!

**Sources consulted:**

Land's End to John o'Groats (LEJOG) on the National Cycle Network. Published by Sustrans

Land's End to John o'Groats (LEJOG) on the National Cycle Network (GPX). Sustrans. Imported and viewed using OS maps app on Samsung Galaxy A41 Smartphone

**Online resources:**

Historic Scotland <https://www.historicenvironment.scot/visit-a-place/places/carn-liath-broch/history/>  
Accessed 23/08/2022

Secret Scotland <https://www.secretscotland.org.uk/index.php/Secrets/CorrugatedIronBuildings>  
Accessed 24/08/2022

All photographs by the author taken with my smartphone, Samsung Galaxy A41

