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Halwill and Witherdon Wood. Allow 3 hours for this 13.5 mile drive

DISTANCE 13.5 miles**TIME** Allow 3 hours**ROUTE** Quiet country lanes**MAP** OS Explorer 112, or Landranger 190**START/FINISH** Grid reference SX419959**PARKING** Evergreen Farm and Farm Shop**FACILITIES** Horse box parking, refreshments and over night stay is available at Evergreen Farm. Contact Emma or Peter on 01409 220113 to arrange permission. Village shop and The Village Inn in Ashwater.

Farm and country drive



1. From Evergreen Farm, turn left on to the road and continue until Upcott Cross is reached
2. At Upcott Cross, turn left and follow the road until you reach the next turn right in the hamlet of Stowford. Follow this road up a steep slope, around a left hand bend and then straight on for about 0.5 mile until you reach Rectory Farm. At Rectory Farm, ignore the right turn and head straight, crossing a stream and then coming into the hamlet of Halwill.
3. At the junction, turn left and follow the road until a turning on the right is reached. Turn right and follow this lane for about 1.5 miles. Do not take the right hand fork along Langaford Lane. You will reach a junction opposite Huns cott Cottage. Turn left at this junction.
4. Follow this road for c 1.5 miles until a cross road is reached at Sandymoor Cross.. Turn left towards Ashwater. After just over 1 mile you will reach a junction where the road splits. If you would like to take on refreshments take the right hand fork and head towards Ashwater. If not, take the left hand fork and head down through Higher Priestacott. Go straight over the next cross road at Cross Lanes and head downhill, crossing the River Carey.
5. Once you have crossed the river take the next turning on the right and head uphill following the road to the right through Bradaford, sweeping left just after Higher Bradaford and then continue to the next junction at Middlecott Cross.
6. Turn left and follow the road for about 2 miles until you arrive back at Evergreen Farm.

www.ridetherubycountry.co.uk

With special thanks to Brian Colebrook Clark for route

