

## **GCCC WINTER WALK - 11 February 2007.**

Following snow on Thursday, ice on Friday and heavy downpours on Saturday night, Sunday morning was grey and damp. This did not deter 15 members (and a dog), who arrived, suitably clad in waterproofs and walking boots, at the Guildford Clubhouse at 1030 hours on Sunday morning for the 3 mile walk to Farncombe.

We crossed to the far side of the River Wey and made our way along the towpath, the surface of which the overnight rain had turned to liquid mud. Despite this there were other walkers and bikers around and of course fishermen. It was interesting to notice how the wheels of the mountain bikes, spun in the mud, covering the riders in a fine layer of brown. The same mud caked our boots and was slippery in places, but did not cause us too much of a problem.

Walking alongside the river was tranquil and we spotted a lovely display of snowdrops covering a large area of an embankment and other signs of spring. We had just one shower in the first half hour and then the weather improved with the sun making intermittent appearances. As the temperature increased to around 10°C layers of clothing were shed and the dog, being sensible, took a swim at intervals to remove the mud from her coat.

We arrived at Farncombe Lock and made our way along the road to the Leathern Bottle Public House, about 300 yards away from the river, around midday. The lunch menu was good and very reasonably priced at £4.75 for a choice of roasts etc. and a nice selection of deserts for under £2.

After a good rest and full of good food and drink we left just before 1400 hours to walk back. The sun was shining as we followed the towpath again for about half the distance and then crossed to the other bank of the river and took a footpath on much higher ground, thus avoiding the muddiest part of the river. From here we could look down on the river and just after 1515 hours were back entering the clubhouse car park from the footpath on the left-hand side. I now know where it goes. It was a good walk and thank you to Commodore David for leading us.

