

# OFF THE BEATEN TRACK BETWEEN TWO WHISKY DISTILLERIES

ROUTE  
DISTILLERY DROVING

LOCATION  
SCOTLAND

NESTLED INTO Dumgoyne Hill, the Glengoyne Distillery is a mere 25 kilometers (16 miles) from Glasgow, and yet has a lot of charm. With its miniature glen and hidden waterfall, it is clear to see why George Connell chose this area in 1820 as the ideal location to distil in secret. He eventually gained a license in 1833 and distilled officially, the name not changing to Glengoyne until 1907.

This area is still the Scottish Lowlands, but the Highlands lurk alluringly on the horizon. Riding north, you will cross the Highland Boundary Fault around Aberfoyle, which is where your surroundings really start to change due to collisions between ancient continents 400 million years ago, when the mountains in much of the Highlands rose and the Central Lowlands sank. This fault line created not only the most important geological division in Scotland, but its greatest cultural boundary too. The route north, piecing together some of the West Highland Way and Rob Roy Way, was largely created by the military, drovers, and travelers for the purpose of accessing the Highlands and traveling to and from the more

populated Lowlands. Beneath Glyn Teifi-Jones, Jordan Gibbons, and Stefan's fresh tire tracks were the foot- and hoofprints of Scottish outlaws, folk heroes, and the thousands of drovers and cattle that once journeyed from the Highlands and islands to the markets in Falkirk, across these once trackless wild lands.

Drove roads are widely known as the oldest thoroughfares and route network in Britain. Between the Middle Ages and the industrial revolution, the roads linked the wild corners of Britain in order to supply the growing urban centers. A typical daily drove would cover 16–19 kilometers (10–12 miles), with journeys to the main markets taking anywhere up to a month through all weathers. Drowing was a tough, intrepid, and essential trade. In addition to the drove routes, during the 1700s, a network of around 1,700 kilometers (1,050 miles) of military roads was built by Generals Wade and Caulfield to allow government forces to access key locations in the Highlands in case of Jacobite uprisings. There were often pre-existing tracks along →

