

PERFECT ride June 18th. 2023 from Eudunda

Three riders, Bruno, Kevin B. and myself gathered at the gardens in Eudunda for the planned 70 km ride. The gardens are on the path of the long since demolished railway line to Morgan and a spur line to Robertstown. Bruno commented that this used to be the site of a railway turntable (to rotate the engines for a return to Adelaide. I do have a vague memory of this from my childhood in the late 1950s. I do however have a strong memory of the thriving shops on Gunn Street on the turn off the main road. These were a row of two story shops with the shop downstairs and dwellings upstairs (I do have a vague memory of a tea room of the top veranda of the corner shop.). In those days Eudunda was a thriving centre for the surrounding area. Several businesses had there origins in the town that later spread throughout the state most notably Eudunda Farmers established in 1896.

It was a cold and windy morning as we set off Eastwards to Deep Creek Road. Bruno told us of his history of moving to Peep Hill as a child as we rode. I will not elaborate on it here as it his story to tell but I learnt several things about the history of South Australia and Australia that I didn't know. Deep Creek Road is a good ride. It starts off as a well made country gravel road and then deteriorates (improves?!) to a rocky track. In the past there were many washaways with deep holes between the rocks making it quite a challenge to negotiate. On this ride these had been filled in (not sure if naturally or by maintenance work). This makes for an exhilarating down hill ride over the rocks when on a dual suspension mountain bike but much more caution required on a standard bike.

We crossed the main road onto Stock Route Road – a wide stock route that runs all the way to the Murray. This used to be a delightful track but has now changed to a well made gravel road (at least the section we rode). There is a motor bike track that runs through the area amongst the scrub on either side of the track – the motor bike riders in this area seem to be responsible in sticking to the track and not destroying the whole area as seen in other areas. As we turned onto Sutherlands Road and then Quongdon Road the breeze started to pick up. Didn't give it much thought as it wasn't too bad. In the distance piles of gravel could be seen along one of the side roads (Mallee Road?) – indicating that this road was being upgraded. The locals probably look upon this as their council rates being put to good use to give better all weather access to their propertied but PERFECT riders see it as another good riding track destroyed. At Neales Flat we passed the local church - another landmark from Brunos's childhood. On Brownlow Road the wind became serious but we kept on.

The climb up Smith Road became daunting with the head wind. – not to bad for Bruno and myself on our ebikes but pretty tough for Kevin. Two views eastward out over the plains on the way up were a good reward. On reaching the top we were exposed to the full velocity of the wind, the temperature dropped and the clouds became very black. It felt like we were about to bit hit with some very heavy rain. We continued on along Tablelands Road to the shelter of the stone walls at the Kingscourt complex entry. At lunch we witnessed a farmer skillfully driving along a small flock of sheep. The sheep were kept at a constant walk with the landrover moving side to side to gently keep the sheep in the right direction with a minimum of fuss. At lunch we discussed being well behind schedule with more headwinds to come and a strong chance of rain so decided to head straight back to Eudunda and enjoy the downhill.

We were going to hold the compulsory debrief in the Eudunda bakery but as it was closed we had to adjourn to the local hotel. Reviewing the stats for the ride showed we covered 43 km with 520 metres of climbing. The temperature started at a cold 11 degrees and dropped to a chilly 8 degrees for much of the ride.