



# ferry county cycling federation

Bastow Dispatch  
Volume 3, Number 1

Spring Equinox, 2023

## Subscribe to Barstow Dispatch

Subscriptions are free. But we only grant them via a snail mail exchange. No email! To subscribe for about a year, send a postcard or letter with your mailing address to:

John @ FCCF  
1 Rooner Way  
Kettle Falls WA 99141

### Silent killer

If you've not sent us anything in a year or so, please re-subscribe forthwith. We'd like to think we're not sending a Dispatch to an address where it goes straight into the bin. At some point, we'll silently drop addresses that haven't reupped.

### The people

Design, layout, fonts, all visual magic: Augustine.  
@augustinemachine

Contributors: JD, Fat, Don, Lee, John, Augustine, DC Kid

Photos are attributed inline. We make a best effort (well, at least an effort) to identify photographers for photos that we pinch from the internet.

Want to contribute something? Do it. Email us.

ferrycountycyclingfederation@gmail.com

### On the cover

Colville Mountain in early summer.  
Photo: Scotty Stalp

## Spring equinox issue

February is always hard. We'll not carry on about it in these pages. But godamn it just goes forever. And for the record, March so far is no picnic either.

Soon snow will yield to cold rain and we'll be getting serious about climbing Boulder Pass on the regular. If you're interested in joining in on that particular fun, send us an email. Climbing Boulder in early spring is a solitary affair even in large groups. You are born alone. You die alone. And you climb in early spring rain alone.

Thanks to the excellent people who have contributed to this Dispatch and who have generated a few sparks of joy in the vast dark gloom of this season. Literally: Lee provides some light, and bright, advice for riding in the dark. Fat drops a quick pin on a local gem of a fat bike destination. JD introduces the early season trail option that is Colville mountain, a true community trail project. In addition to just visually saving our collective asses here once again, Augustine's got a coffee corner. And buddy Don just frigging knocks one outta the park with his super fucking nerdy excellent review and appreciation of some heavy duty jazz... of all things!

### Toddler coloring page

Guess what? With this Dispatch, we are beginning our 3rd year. Hot damn! So this issue is Volume 3, Number 1.

And dig it: we're now full color. By the miracle of internet price-diving late-capitalist magic, we are able to print this Dispatch in full color for less than what we spent for B&W-with-a-bit-of-color at the local Office Depot.

## KettleFest has a date

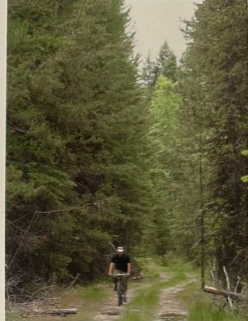
And it's July 19-23. KettleFest is an annual event hosted by Evergreen Mountain Bike Association. The Jungle Hill campground is reserved for the event. It's a cool event because it gets a mix of regular attendees and some mountain bikers who have never been to Kettle Crest. Interestingly, most of the folks that make it Kettle Crest are west side mountain bikers. That's great, because in our experience chatting with these folks, to a person, they just gush about how amazing the riding is on the Kettle. What's odd is how few eastside/local/Spokane folks make it to this event.

As an event, KettleFest is super chill. There's generally a handful of daily rides that are loosely planned and evolve based on interest. So if you want to loop Jungle Hill from the campground, you'll find your people. If you want to shuttle up to Sherman and then loop Sherman trail, that's a winner that will always have takers. If you want mega epic XC or to check out a distant section of the spine, or make a pilgrimage to Taylor... there will likely be a crew who is game.

It's a family centered event. Last year, Liz of Evergreen fame, organized a tag/capture the flag deal that was a big hit. There's usually a caravan into Kettle Falls at some point to Northern Ales (the local brewery) or the amazing BBQ joint, Backyard BBQ. There's also plenty of swimming options in the Columbia or Kettle rivers.

While the riding at Kettle Crest is pretty climbey and e-bikes are not allowed, there are beautiful sections (for example, Old Stage) that are relatively moderate and are great for kids and people who don't want to do as much climbing and full on XC descents. Additionally, KettleFest is smack dab in the middle of a huge network of forest service

KETTLEFEST PROJECT JOEL: BRIDGE OVER SHERMAN CREEK BELOW THE JUNGLE HILL CAMPGROUND. PHOTO: JOHN



PATRICK ROLLING UP FOREST ROAD IN CNF. PHOTO: JOHN

roads that are excellent for day riding. So if mountain biking is not your jam, bring your 'cross bike... or gravel bike... and get weird on those roads. There are some epic rides to be had in this section of CNF. Reach out to us if you want some suggestions.

An important component of KettleFest is the trail work day. Every year, the Evergreen trail crew identifies an appropriate section for maintenance. All attendees of KettleFest are encouraged to contribute a few hours to help with the project. It's satisfying and fun work when you work with a crew. You don't need any special skills or tools, just a willingness to contribute. While there's no official project identified yet for this year, there is talk of putting a bridge in a recently-improved section of the Stick-pin trail. This would be a win-win project, since this oft-overlooked feeder trail in the KCT is one of the best descents off the trail. One might consider riding to the work party, do the work, and then get a lift back. That would make for a good night's sleep.

If you want to attend, get on Evergreen's website and poke around the calendar. At some point, Evergreen will put up a registration page so you can reserve a spot at Jungle Hill campground.

If you're a local business or know a local business that might want to throw in on KettleFest, Evergreen is always looking for partners to show up, pitch a canopy for the weekend and hang out - maybe provide some food, drink, or whatever.

## Cyclocross?

As a rule the FCCF Editorial Committee does not endorse bike racing or other competitive bike contests (unless they are wheelie-related, obviously). But cyclocross is different because it's awesome and the most important of all human pursuits. So naturally, we can contain ourselves no longer. Expect to see some CX tidbits in these pages occasionally.

### Coach Tom FTW!

First order of business is to report that local Tom Rye won the US National Championship race for 55 Masters division in Hartford Connecticut in December. Tom is head coach and co-founder of School of Cross, a junior CX development team in Spokane. Tom raced nationals this year in a huge field of over 50 and beat em all! This is such a great and cool accomplishment and so well-deserved. Tom works and trains his ass year round. The conditions in Hartford were shitty and snowy and the course was technical, with lots of off-camber slickery sections. Here's a mini-interview...

**FFCF:** You mentioned that the course suited your strengths. How?

**Tom:** The course was very physical, lots of running, two run-ups, no long power sections, technical muddy and wooded sections, lots of corners. I think I was just on good form and was running well and had the course dialed in. I didn't make any mistakes as well.

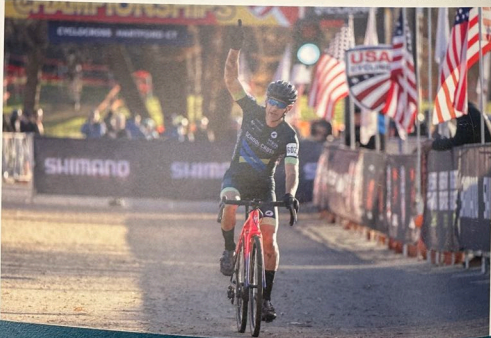
**FFCF:** I've read there was rain/snow that week -- how slickery/rutted/clapped was the course on your race? Was that a factor for the Friday race?

**Tom:** It rained a ton on Monday night, so race course got destroyed on Tuesday races. It started to dry in some parts by late Thursday/Friday, but other parts stayed muddy and slippery, because of frost and shade. My race was in the afternoon, and mud just started to not stick on the bikes that bad, so I didn't need to pit. I think I ran 6 sections per lap, was expecting 7, but the pit area dried up enough and I found a good line next to the tape on the outside.

**FFCF:** How early did you take the lead -- did you have a race in the race or was it a clear gap from the start?

**Tom:** I took the lead after turn four, maybe 30 seconds in, only because the guy in front started to slow just a bit. But it was part of my plan to get to the run-up in the first few riders, being first was even better. I had two others with me through lap one and most of lap two, but never gave up the lead. I want to be first in the rutted out muddy sections. End of second lap I got a gap after a muddy section, so had 10 seconds going into lap 3, 30 seconds into lap 4.

TOM RYE POPS UP AT CX NATIONALS IN DECEMBER.  
PHOTO: NATHAN AND NOELSEN SCHNEIDERER JCG



## Missoula lands the 2023 and 2024 Pan-American Cyclocross Championships

This is cool. The PanAm CX championship is a UCI race and will occur on the weekend of November 3-4, 2023 along with all the other global continental CX championships.

Put this on your calendar and definitely plan to make the trip to Missoula to spectate. The PanAm CX series has only run since 2014 (with a covid break in 2020) and has never been in western US. Racers represent and ride for their respective country. Theoretically, racers could ride for up to 44 of the countries represented in the Pan American Cycling Confederation that includes North and South America. But realistically, what we'll see are the best American and Canadian riders racing.

Aside from elite Men/Women racing, categories also include Masters, Under-23, and Junior. While watching the elite Men/Women race is always exciting and awe-inspiring, the U23 and Juniors are a blast too. There are some amazing kids coming up. In fact, the Junior girl world cup winner this year in Hoogerheide, Belgium was Canadian Isabella Holmgren (with her sister, Ava, coming in 2nd!). So, some serious talent is coming up.

If you've not gone to a CX race, big races like this are exciting to watch and this event in particular would be a fantastic introduction to CX spectating. Courses are relatively compact and you can walk

around to view different sections that may include run-ups, barriers, and steep descents.

The guy putting on the race in Missoula is Shaun Radley, who started Rolling Thunder CX races about a decade ago in Missoula. He knows how to throw a bike party. The events are super organized, with great courses, good food and beverages, and great prizes. Rolling Thunder is considered the best CX event in the region and rivals any on either of the coasts.

We can expect to see a day of amateur racing as well. So bring your bike and give a race a shot!



MADDIE SPARH SHOWS OFF HER BIBS FOR WINNING ROLLING THUNDER JUNIOR CATEGORY BACK IN THE DAY. PHOTO: JOHN 2017



JUNIORS NAVIGATE THE CORKSCREW AT COEUR D'ALENE CYCLOCROSS, OCTOBER 10th, 2010.  
PHOTO: JOHN



## CNF money bomb

In the last Dispatch (v2.3) we reported on the potential for some federal funding that will go to Colville National Forest (CNF) for trail maintenance. At the time, funding specifics, and therefore the resulting project scope was unknown. Happily, it looks as if a bit more has come into focus here with \$250,000 funding from the Great American Outdoors Act (GAOA).

According to our sources at CNF, this money is all but secured. With some luck, actual money in hand will occur by the end of this summer. But the bulk of these funds will be applied to the spring/summer of 2024.

The plan is to budget \$150,000 to the Kettle Crest region and \$100,000 to Selkirk region. As we detailed in the last Dispatch, actual boots-on-the-ground will be managed by Evergreen and all projects must be in the maintenance backlog. No new stuff! Luckily there's miles and miles of maintenance work potential on and around the Kettle Crest.

## O.S.B. Silky saw sheath

In the last Dispatch, we carried on about the super excellent Silky saw. Our one minor gripe was that there was no sheath or carrying bag thing for the saw. Dispatch reader and part-time textile crafter, Thomas, made us one! It's perfect.



I've not had a ton of rides where I'm packing the saw this winter, but the sheath is versatile enough to be strapped to the top tube or handlebars on the bike, but I think I prefer strapping it to the belt on my bum bag.



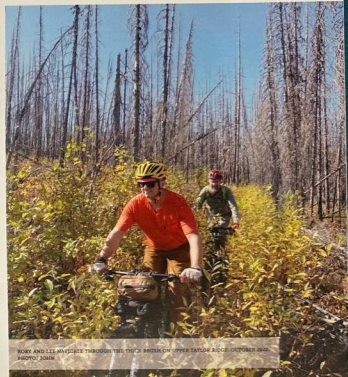
Thomas makes stuff under his O.S.B. label. Wanna buy one? Or maybe have some other similar thing crafted? He's on Instagram: @ohshitballs

## Taylor Ridge brush out and HQ camping hang

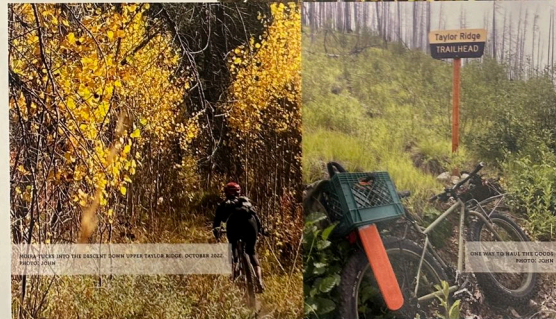
Speaking of maintenance: the massive work crew that maintains the estate of the Ferry County Cycling Federation World HQ is planning a not-fucking-around brushout of Taylor Ridge this spring. You should come! Hang out at World HQ Fish Camp. Frolick. Work! Date right now is "mid-June." We've got to time it so that snow is gone and first log out is done. Ideally we could hit the 2nd weekend of June. So that's the penciled in date. Email us if you want in. There's camping at HQ. Given the amenities, some might call it glamping.

Alder and willow new growth has taken over most of Upper Taylor Ridge. Clearing out this kind of brush is particularly tiresome, since these fledgling little trees are a bit too thick for knocking down. Each one must be lopped or cut. The stretch that needs attention is about 4 miles long, over about 2000 feet of elevation. Ideally, we'd have an army of folks with loppers, brush cutters, and hedge trimmers that could spread up the trail and knock it out in a day.

Be in the FCCF army!



BOB AND LES NAVIGATE THROUGH THE THICK BRUSH ON UPPER TAYLOR RIDGE, OCTOBER 2022. PHOTO: JOHN



JOHN TAKES INTO THE BRUSH ON UPPER TAYLOR RIDGE, OCTOBER 2022. PHOTO: JOHN

ONE WAY TO MAKE THE COOP. PHOTO: JOHN



VIEW FROM COLVILLE MOUNTAIN. PHOTO: SCOTTY

## Colville Mountain

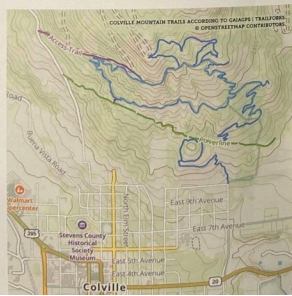
By JD Marshall

There is a lovely 300-acre piece of land on the south flank of Colville Mountain in Stevens County, Washington that is managed by the City of Colville Parks and Recreation Department for wildlife habitat and non-motorized recreational use. This parcel of land borders the city limits on the north and is within a short walk or ride from any house in town. For many decades the land was unmanaged and primarily the domain of motorcycles and four wheelers. Unfortunately, you can still see the scars from this uninformed abuse of the land as you drive into town.

Active management by the City of Colville along with some TLC from the Colville Mountain Advisory Group have begun to transform this piece of land into an oasis that is enjoyed by hikers, bikers, and horse-riders year-round.

There are currently about 4.5 miles of single-track trail, consisting primarily of three loops that climb progressively higher up the mountain. A couple of shorter out-and-back trails allow users a bit of solitude while they enjoy views of the Aladdin Valley, Dominion Mountain, and Kalispell Peak. The trail system culminates just above the iconic "C" landmark on the south slope of the mountain, offering views of the Colville Valley and the Huckleberry and Kettle Crest mountain ranges.

The trails on Colville Mountain have all been hand dug by dozens of volunteers over thousands of hours. To date there have been many arguments over the best location for the trails, but so far no fist fights have broken out, a nice demonstration of the cooperative spirit of the Colville Mountain Advisory Group. One of the best features of this trail system is that it is often snow free early in the spring, long before the Kettle Crest and other high elevation trails on USFS lands are open for travel.



The trails have been built for multiple use, though the corners are banked just enough to allow mountain bikers a bit of speed coming out of the turns. If you use the trail system in the spring and summer be sure to bring your bear spray as black bears are observed every year. Old fruit trees are scattered along the lower flanks of the mountain and offer a tempting treat for lots of wildlife. While visiting the mountain you're also very likely to see turkey and deer. Rarer sightings of elk and moose also occur. The area seems to be prime habitat for skunks. The only advice here is to be the first one in line because it seems the second person is the most likely to get sprayed. If you are the second one in line and do get sprayed remember that isn't nice to blame the first person in line for your unfortunate luck. Also, don't put your glove close to your nose for a big whiff to make sure it stinks. It does! No closer inspection is needed.

To get to Colville Mountain there are a couple of access points. The first is at the end of the public use portion of May Road. This was the original access point and was only possible through the generous grant of access by private land-owners. Remember that motorized use is not allowed on the private road that climbs up Colville Mountain and for the first few hundred yards you are on private land. More recently the city has acquired 40 acres off the northern terminus of Madison Road. This purchase was made possible by grants from the Washington Recreation and Conservation Office and generous donations from local individuals and businesses to cover the grant match funds. Madison Road now serves as the main access point for most users now that trails have been completed that connect the parking area at the end of Madison Road to the rest of the mountain. A kiosk will be installed in the summer of 2023 giving further guidance and information to trail users.

There is lots of work left to do to rehab the area, improve access and signage, and possibly expand access beyond the current boundaries of the city owned land. The long-range goal is to ultimately connect the Colville Mountain Recreation Area with the DNR managed Douglas Falls park by following the ridge that runs north from the peak of Colville Mountain. Easements would need to be obtained or land purchased, and this no doubt will take time. For now though take a trip and enjoy what's there and keep an eye out for announcements about the King of the Mountain virtual race held every fall that is open for hikers, bikers, and trail runners. All proceeds go to funding the management of the Colville Mountain Recreation Area.



SCOTTY AND JD (AUTHORS) STRIKE A SYNCHRONIZED POSE OVERLOOKING THE COLVILLE VALLEY. HUCKLEBERRY RANGE IS IN THE DISTANCE. JULY 2020. PHOTO: JOHN

For more information on Colville Mountain visit the City of Colville website and navigate to the link for the Parks and Recreation Department.

## Expert Opinion

By Dr. Don Goodwin

*John note. Don focused on piano from a young age. In college, he was lost to jazz, wood-shedding for hours a day, transcribing, learning, and performing the best tunes and solos by all manner of jazz greats. Throughout, he played a full arsenal of keyboards (Hammond B3, Planet, Fender Rhodes, etc) in prog-rock, jazz, and rock bands in the Northwest. Eventually he got a PhD in music conducting. Today, he lives in Spokane with his wife and 14-year-old son and is Director of Bands at EWU and the Music Director of the Spokane Jazz Orchestra. He still performs regularly. In the background, Don is always arranging and composing a mess of tunes for upcoming gigs. He's a good egg. And like the best experts, he's generous and excited when he's sharing his passion as he does here. Do yourself a favor and dig into the albums that he references throughout this article. Do yourself a bigger favor and catch one of his performances at the Davenport either on solo piano or with his group du jour, Organism.*

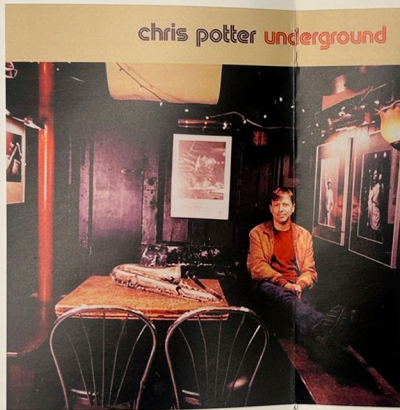
### Chris Potter Underground – Chris Potter (Sunnyside – 2006)

If you're not already a jazz fan, you probably are going to initially hate this album. If you are a jazz fan, and you're anything like me, you'll probably initially hate this album. But, let's spend some time talking through the annoying things about this music, and then see if we can see past them to what's going on beyond. Some foreshadowing: the main "problem" with this album, and the group in general, is what has become to me the most endearing and important factor to the sound.

Chris Potter is an American saxophonist born in 1971. He is usually considered among only a handful of the best jazz saxophonists in the world. He typically plays tenor, and has recorded a slew of albums both as leader and sideman. Most notably, Potter played with Dave Holland's rhythmically eclectic quintet (e.g., Prime Directive), Pat Metheny's more recent quartet (see Unity Band), and even recorded and toured with Steely Dan (e.g., Two Against Nature). According to Wikipedia, Potter has recorded 23 albums as a leader, and suffice to say that in my opinion, there is no one saxophonist out there that can do what he does, and has label support to do it.

This is why a younger Don Goodwin went out and bought the then recent release, Chris Potter Underground. Beyond Chris Potter, it was also credited to the drummer, Nate Smith, and keyboardist,

Craig Taborn, both of whom were known to me as top call players on their respective instruments. I also had become enamored with the chief guitarist in the album, Wayne Krantz, whose trio I had been introduced to me by some friends, and I had studied deeply in the previous few years. If you haven't checked out the Wayne Krantz Trio (Greenwich Mean, Your Basic Live), you really should do so.



### The yawning sonic gap

Anyway, here is the crux of the problem. If you look through the personnel again, you'll see that the instrumentation is sax, keys, guitar, and drums – NO BASS! This omission cannot be overstated. Think through all of the different kinds of music you listen to – rock and roll, funk, jazz, country, bluegrass, classical, K-Pop, even polkas: they all use a bass player. If they don't have a bass player, they're using synths to cover that sonic space. Even classical orchestras use as many as 15 bass players to balance their 870 violins

When I first listened to this album, it was as if I had been riding a trike my whole life, and without explaining it to me, someone handed me a bicycle, and my first response was to say, "This is impossible; it can't be done. No one can ride a trike with two wheels." (Ed. Note: the bike content. Thanks for that, Don. Smooth. Like the best jazz! The horror. My brain simply couldn't let go of the idea that the music

was missing a major important factor. Even more, as a frustrated keyboard player who has always dreamt of playing bass, I couldn't help but feel that bass-shaped hole every time I listened to the record.

This album took me 6 months of regular and forceful listening to become convinced that my hang-up with the absent bass was unnecessary. What I had deemed as a gaping hole in the sonic space turned out to be a beautiful opportunity for creative replacements. Both Taborn and Krantz, as well as Adam Rogers, who plays guitar on two of the tracks on the album, fill that space creatively, and subtly – not doing impersonations of bass players, like many pianists try to do with their left hand, but by adding just enough information to supply or imply roots to chords, or rhythmic supplementary material. These additions have become something that I have latched onto when I listen to this album now, and it has proven to serve as a kind of listening guide through the album.

The second factor that can really bother people about the saxophone in general, is the high-pitched squeals that occasionally emanate from even the greatest players (Charlie Parker, Cannonball Ad-

derley, and John Coltrane are equally guilty of this). This is achieved by overblowing through the saxophone, while fingering higher notes. Sometimes these notes are referred to as altissimo. Sometimes the notes are even achieved by biting the reed and mouthpiece. However it is accomplished, it is always an aesthetic choice by the player – and Chris Potter uses this technique to great, if not cantankerous, effect.

As a pianist who cannot alter his tone to any effect other than loud/soft, high/low, thick/thin, I jealously appreciate the kind of personality that these

altissimo peals convey. Think of them like a primal scream, in which we're getting a glimpse into the struggling artist's soul. Also, they are a moment where these athletic and often too-aggressive jazz men and women are not flexing, but simply communicating what's in their heart.

### The spoils: complex meter and beauty

Once past these massive (but not insurmountable) hurdles, here are some of the spoils of this gorgeous and creative album.

The six original compositions by Chris Potter are all different, and contain both beautiful and haunting melodies, and rhythmic complexity that challenges your sense of time and meter, but doesn't have to. In other words, all of the tracks are gratifying at the surface level, but also possess depth that can be explored if one wants to. If you are inclined toward the former, you can stop reading here, and just go and listen to the record. It is fun and lovely, if a bit jarring at times. However, if you would like to dig a bit deeper with me, read on.

Let's start by discussing the sixth track on the album, "The Wheel." This is a barnburner of a tune, based on blues licks and a backbeat rock groove. However, the meter is anything but typical. In order to really understand what is happening here, it's important to remind ourselves of the basics of musical meter. Most songs are written in either 4/4 time or 3/4 time. 4/4 is the most common, and this basically means that there are 4 beats per measure, and each beat is what we call a quarter note. Essentially, "Joy to the World" is in 4/4, and "Happy Birthday" is in 3/4. Less common types of simple meter would be quintuple time (5/4), sextuple time (6/4), etc. All of the above simple meters would use pulses that are grouped into sets of two eighth notes per beat.

However, sometimes composers subdivide the pulse into groups of 3 eighth notes per beat. For instance, 15/8 would be 15 eighth notes per measure, but likely 5 beats of 3 eighth notes per beat. The fun begins when a composer starts to vary the groupings of the eighth notes, creating what we call, complex meter.

The complex meter is what makes this piece "The Wheel" so magical. The first part of the piece is a bluesy exploration with 7-1/2 beats per measure, so that each phrase feels like it takes a stutter step, or that it hiccupps. Potter and the group negotiate this adeptly to the point where I believe that many listeners might not have even picked up on it unless they were attempting to dance to it, and I probably don't need to remind you, friends don't let friends try to dance to jazz.

While we're referring to the beginning of the piece, listen to the way the group improvises their way into the main melody. This is not typical of most jazz groups. Generally speaking, the overall form of jazz works like this: Melody - Impvisation - Melody. The improvisation section is where one or more of the players gets a chance to improvise over the chordal structure and groove. This act of collective improvisation - kind of "warming up into the melody" - is itself, different and inventive. The beginning of the piece starts this way, and we don't actually hear Potter's bluesy melody until the 1:23 mark.

In the next section of the piece (at 1:40) we are treated to a rhythmic shift. The underlying subdivision of eighth notes stays the same, but instead of the band grouping those beats into 7-1/2 sets of 2 eighth notes, they take that overall number of eighth notes (15), and divide them into 5 sets of 3 eighth notes (I know, we've gone past the point of musical nerdiness here, but it's so worth it!).

Finally, the third section (at 2:14) takes this mathematical manipulation to another level. The grouping echoes that of the second section (groupings of 3), but does so in a phrase that is twice as long. This is significant in that by stretching the phrase length out, Potter creates a lot of tension. He also does this by using what we call a pedal tone (one underlying pitch that stays constant as the chords and melody change above it). This section acts like a bridge, and leads us back to his first section, which as a reminder, uses a structure of 7-1/2 groups of 2 eighth note subdivisions.

Stepping back from all of that mathematical complexity, it's probably good enough to simply say that Potter uses the natural factors for the number 15 in as many ways as possible. He uses this as the rhythmic basis for this piece, and does so in several of the other pieces as well. In "Big Top," Potter uses the number 20 as his super form - breaking the phrase into two 10s, then setting his bridge in a straight 4/4. In "Nudnik," Potter uses both 18 and 24 as his super numbers, splitting them into two 9s and two 12s. For anyone who likes mathematical problems, it's super nerdy and super gratifying.

Finally, I'd like to point out one last factor about this particular combination of instruments: tenor sax and guitar in unison are one of the greatest combinations of instruments on the planet.

There is something about the roundness of the tenor sax sound combined with the edgy and slightly distorted electric guitar sound that makes a marvelous new instrument. Listen to "Nudnik" at 2:13 for proof of the fantastic sound of the "saxitar."

The bottom line is this: "Chris Potter Underground" is not an easy album to crack open. It takes time, and effort. But with the above thoughts in mind, you might find some moments that perk your ears, and even tug at your heart. Potter's lovely lyrical playing on Paul McCartney's "Yesterday" is inspired. His new arrangement and re-harmonization of the famous melody make it fresh, and modern sounding. There are also two other covers worth noting - Billy Strayhorn's "Lotus Blossom," and Radiohead's "Morning Bell." These covers are beautifully reworked, and really showcase the musicianship of the band.

If you are interested in being challenged and perhaps being turned onto something new, check out Chris Potter's bass-less group, Underground. You may decide that you love the new freedom that no bass provides, and it may give you some insight into your on-going confusion about your two-wheeled trike.

*Are you an expert in some area of your life? Like legit-expert? Do you have an interesting perspective that you can share for a lay audience to consider? Please contact us!*  
[ferrycountycyclingfederation@gmail.com](mailto:ferrycountycyclingfederation@gmail.com)



DON DIRECTING THE SPOKANE JAZZ ORCHESTRA. PHOTO: DON BANNETT

## Interesting Rides On Fatbikes

### Rock Lake Day Trip

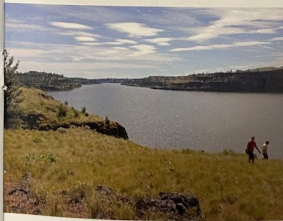
By Pat Sprute

Ride ratings: *FI 1, FF 5*

These highly subjective 1-10 scale metrics are the "FI" index, loosely interpreted as the necessity of a fatbike to be successful on said ride - FI-Fatbike Imperative, and the "FF" index - the metric of how much fun a fatbike adds to said ride. Which would be FF, for Fatbike Fun.

There's a gem of a road trip-day ride combo in Eastern Washington. It takes a bit of effort to get there, but the ride itself is super chill and super flat. You should take your wife or husband and any kids you have in tow, if you go. Even if they hardly ride bikes. And you should pack a picnic lunch. It's like going to a really good museum, except that the physical commitment is slightly more active.

The destination is a section of abandoned railbed, adjacent to Rock Lake, southwest of Spokane. I know of it because of my fascination and engagement with the former Chicago, Milwaukee, St. Paul and Pacific Railroad, often referred to as the "Milwaukee Road," which went bankrupt in the late 1970's and through negotiations with the State of Washington, eventually turned its land over to what is now a linear state park that stretches some 285 miles across Washington - The Palouse to Cascades Trails State Park, or formerly the John Wayne Pioneer Trail. This explanation is a gross simplification of the process, as there has been so, so much drama and conflict regarding the use and control of this amazing piece of public land.



But, I've traveled most of it and I can tell you that this 7-8 mile stretch along Rock Lake is the crown jewel of the entire trail. There are high trestles and tunnels and rockfalls and abandoned derailed freight cars. And then there's that damn lake - a product of the Missoula floods, and 360 feet deep, at least. Legend has it that there was a derailment with a boxcar full of Ford Model A's sitting somewhere at the bottom of the lake. Importantly, the lake has native history and significance.





It's also a really volatile and moody presence, having claimed numerous lives throughout the years.

As you traverse this section of trail alongside the lake, there are also opportunities to scramble around by foot on rock features, the most prominent being Chimney Rock.

#### If you go

From Spokane, drive south on Highway 195 to Rosalia. From Rosalia, travel west through the town of Malden and continue to the very small town of Pine City. From Pine City head south out of town for a short distance and turn right on Stephen Rd, then turn right on Hole-In-The-Ground Rd (this is not a joke). From Pine City, all of this is a few miles and parallels the Palouse To Cascades Trail, which parallels Pine Creek. At the destination there's a concrete bridge that crosses Pine Creek and the trailhead parking is just on the other side. The trail crosses the road just up ahead.

#### Ride Ratings Explanation

**F1** You do not need a fatbike in any way to enjoy this ride

**FF 5** It's best as a leisurely ride, with stops to take in the unique scenery, check out the left-behind railroad hardware and climb around on the rocks. A fatbike is well-suited to meandering exploration trips like this.

Check out the Wikipedia page on Rock Lake - it will add to your appreciation of the history of area, the railroad, and the lake itself, as you experience it.

- Pack a lunch to eat at one of the many scenic overlooks.
- You can add distance and adventure to the ride by continuing your ride on the section of the trail that heads east from Rock Lake.
- Support the local economy and add to the richness of the experience by having a coffee or meal at one of the local establishments in Rosalia.

## Power Moves

By DC Kid

The Clintons regularly attended our Big Gay Church while he was in office with Chelsea in Sunday school and the whole bit, so I met them a few hundred times there.

During the Lewinsky scandal Bill kinda got stuck on autopilot and would compulsively / patronizingly pat my mom's shoulder on his way out of the church as he left first. There would be a bunch of thirsty people sitting along the aisle to shake his hand, but mom's only choice of wheelchair seat was right there on the aisle as the last one. Her hand not outstretched.

Her solution to this was to write a letter to the Miss Manners social protocol advice column in the Washington Post, asking abtremely about such a situation involving a powerful man already embroiled in a sexual harassment scandal on the front page of the same newspaper. It ended with something like, "Gee I don't know what to do since he's on autopilot mode and not able to hear me, should I slap him on the ass to break the ice?"

Instead of mailing the letter, my ex-CIA mother deliberately dropped it on the floor of the church's office in front of the mailbox cubbies to be found, so that nobody was responsible for receiving it. Bill Clinton never went near her again for the remaining couple years of his term, and presumably my mother's FBI file redoubled in length.



FRED, ROBEY, AND LEE CLIMB UP AN ACCESS ROAD AT TORON, OUTSIDE OF TALL CITY, WA. PHOTO: PETER



## Night Rider

By Lee Williams

Living at high latitudes means reaping the joys and sorrows of axial tilt. The summer's glorious late evenings eventually give way to a long season of the sun setting before the workday even ends. Fortunately, modern LED lighting and lithium-ion battery technology have made it easier than ever to cast back the darkness and to get a new experience on your favorite trails.

For singletrack, a good helmet-mounted light is the first place to start. In fact, a helmet light reinforces one of the key skills of mountain biking: look where you want the bike to go. With your vision restricted to a cone of light following your head you have a much clearer indication of where you're looking, and as you get used to it the trail's switchbacks and obstacles present themselves only at the moment you need to see them. Distractions – like how much further you have to climb or how deep the drop you are skirting – fade off into the blackness (at least so long as your friends' lights aren't three turns ahead of you). The lack of visual feedback and the limited throw of your light combines to make it feel like you're riding faster and helps hone your reaction times.

Night riding is not without its disadvantages, of course. Especially when trails are wet or dusty the reflection of your lights and the flat shadows can make it hard to read the trail surface for slower or more technical sections. And on faster downhill trails, it's possible to outrun your reactions. Night riding can be used to up the difficulty of a trail you're comfortable with but can be dangerous for first rides on a trail with features at the edge of your skill level.



PHOTO: LEE

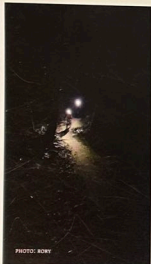


PHOTO: BOBY

Beyond the riding itself, trails at night can be a sublime experience. The same locations can be unrecognizable from their daytime counterparts. Other human trail users are rare, but bats will dart at the bugs in your light and owls will hoot a warning before unfolding massive wings and gliding silently overhead. Some segments can be so illuminated by a full moon that your own light feels unnecessary, with a new moon a pause with your light off provides an opportunity to attune your other senses to the darkness – and then flick the light back on and get back to shredding.



PHOTO: BOBY

STIM? GET A COFFEE PROBLEM, AND SO DO YOU.

# COLOR ME AEROPRESSED

QUICK • COMPACT • EASY TO CLEAN • CONSISTENTLY DELICIOUS

## HISTORY

- 2004 RETIRED STANFORD ENGINEERING LECTURER (AND FLYING TYCO INVENTOR) ALAN AEROC STARTS PROTOTYPING THE FIRST AEROPRESS IN HIS GARAGE.
- 2005: THE AEROPRESS IS RELEASED. THE EARLY MODELS ARE MADE OF POLYCARBONATE.
- 2009: THEN BPA-FREE COPOLYESTER.
- 2014: THEN BPA-FREE POLYPROPYLENE.
- 2019: THE AEROPRESS GO IS RELEASED. THIS TRAVEL-SIZED MODEL FEATURES A SMALLER CHAMBER, TRAVEL CURV SCORER STRIDER, AND FILTER HOLDER, ALL IN A COMPACT MODULAR DESIGN.



## ANATOMY

- THE AEROPRESS CONSISTS OF THREE PARTS:**
- FILTER CAP:** SCREWS ONTO CHAMBER TO HOLD EITHER PAPER FILTER OR STAINLESS STEEL MESH.
- CHAMBER:** CYLINDER THAT HOLDS APPROXIMATELY 200ML OF WATER. MARKINGS ON SIDE (1-4) INDICATE NUMBER OF SCORERS AND WATER LEVEL FOR CORRESPONDING NUMBER OF SERVINGS (BASED ON ORIGINAL MANUFACTURER'S RECIPES).
- PLUNGER:** RUBBER FOOTED CYLINDER THAT FITS INSIDE THE BEER CHAMBER.

THE FULL AEROPRESS KIT INCLUDES A SCORER BEER FUNNEL, FILTER HOLDER AND STRIDING PADDLE.

OPTIONAL OR ESSENTIAL? YOU MAKE THE CALL.



INDIVIDUAL RETAILER-SPECIFIC PARTS AVAILABLE IN THE EVENT THAT YOUR CURRENTLY PURCHASED KIT RECEIVES PART OF YOUR KIT.

## BREW METHODS

- IT'S YOUR THING. DO WHAT YOU WANT TO. BUT FIRST...
- GRIND YOUR COFFEE TO MEDIUM-FINE.
- BRING WATER TO A BOIL.
- PUT FILTER IN CAP (WET THE PAPER ONE IF YOU WANT).
- PULL THE PLUNGER OUT OF THE CHAMBER.
- TRADITIONAL-**
- TWIST THE CAP ONTO THE CHAMBER.
- PLACE THE CHAMBER ON YOUR DRINKING VESSEL AND ADD GROUND COFFEE. SHAKE TO LEVEL. ADD WATER.\*
- GENTLY STIR FOR 10 - 20 SECONDS.
- INSERT PLUNGER ± 5" INTO THE CHAMBER. PULL UP SLIGHTLY TO CREATE SUCTION. WAIT 1 MINUTE.
- GENTLY PUSH THE PLUNGER DOWN TO THE BOTTOM OF THE CHAMBER. THIS SHOULD TAKE ± 20 SECONDS.
- COFFEE IS YOURS.
- UNLOCK THE CAP AND PUSH THE PLUNGER UNTIL THE GROUNDS FIT OUT.
- INVERTED-**
- INSERT PLUNGER ± 5" INTO THE CHAMBER.
- INVERT THE PLUNGER/CHAMBER COMBO AND SET ON A STABLE FLAT SURFACE. OPEN CHAMBER SIDE UP AND ADD COFFEE. SHAKE TO LEVEL. ADD WATER.\*
- GENTLY STIR FOR 10 - 20 SECONDS.
- TWIST THE CAP ONTO THE CHAMBER. WAIT 1 MINUTE.
- PLACE YOUR DRINKING VESSEL ON TOP OF THE INVERTED AEROPRESS AND FLIP IT ALL OVER.
- GENTLY PUSH THE PLUNGER DOWN TO THE BOTTOM OF THE CHAMBER. THIS SHOULD TAKE ± 20 SECONDS.
- COFFEE IS YOURS. UNLOCK THE CAP AND PUSH THE PLUNGER UNTIL THE GROUNDS FIT OUT.
- \*FOLLOW THE AMOUNTS IN THE ORIGINAL MANUFACTURER'S RECIPE SUGGESTION, OR IMPROVISE THE HELL OUT OF THIS.

**BETTER THAN FRENCH PRESS?**  
 IN THE ENDLESSLY SUBJECTIVE UNIVERSE OF COFFEE, THERE ARE FEW ABSOLUTES. THE PRIMARY DIFFERENCE BETWEEN COFFEE BREWED IN A TRADITIONAL FRENCH PRESS AND THAT BREWED IN THE AEROPRESS IS ACIDITY. SINCE FRENCH PRESS REQUIRES LONGER BREW TIMES (DUE TO LESS OVERALL RINABLE SURFACE AREA) IT CAN OFTEN PRODUCE A BITTER, ACIDIC CUP. AEROPRESS, WITH IT'S QUICKER EXTRACTION, RESULTS IN A FINE SMOOTHER BEER. PAPER FILTERS CAN ALSO CAPTURE A BIT MORE OF THE BITTER SEDIMENTS. YEAH, THE AEROPRESS BREWS LESS COFFEE. THAN THE FRENCH PRESS, AN EXPERIENCED (AND OBTUSE) USER CAN EASILY KNOCK OUT A FEW STANDARD CUPS IN SHORT ORDER.

WANNA GEEK OUT HARD ON RECIPES AND TECHNIQUES?



GO HERE.



