

VOLUME V

NUMBER ONE

BARSTOW DISPATCH

AUGUST, 2025

CONTENTS

Taylor & KCT Ad Nauseum

With 122 Illustrations

M. HEADROOM

Chainsaws and Saws on Bikes

With 4 Illustrations

J. GERARD S.

Fancy Fred Eats Shit – and Takes Helicopter

With 13 Illustrations

R.CAM, AWET, VARIOUS, ET AL

Review: Ford Lightning

LANTIUS

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FERRY COUNTY CYCLING FEDERATION

WASHINGTON

\$\$\$ CHEAP!

CHEAP! \$\$\$

The Fancy-Fred-is-Alive-&-Well Issue

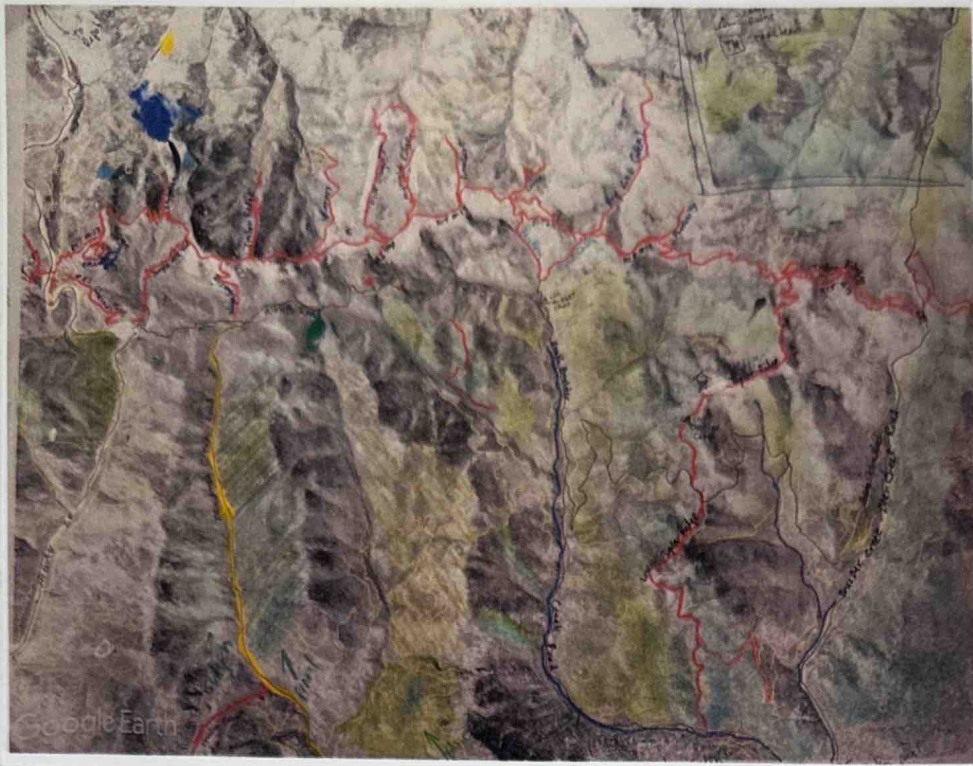


It's been nearly a year since we shipped a Dispatch. There's a lot of reasons for that.

Here are some - but this list is not exhaustive:

- Trump. Just took a couple months to reframe
- EMT - I (John) went & got EMT cert - license. That took every spare brain cycle + some for 3 + months.
- Dried up. ~~Gonna blame~~ Maybe overwhelmed with the world at large & at small - with my mouth left agape and what the hell is there to say about anything - especially cycling in Ferry County?

cover by stone - of course!
What a year de force!



Admittedly - this postage
stamp size blurry
smudge is not much to
look at - but - in proper
map/poster size - it's
pretty goddamn cool:
hand colored shading -
good dirt & NF roads
called out. KFC &
Taylor in red. Ruess,
history, deprecated roads.
it's all there.

Why No DISPATCH (page 2)

- Side-tracked by maps & posters. We're still going to do this one day: send out a big fucking custom ECCT map of all that bike-matters for NW Ferry County.

But to the extent we spent any time on the Dispatch - and we barely did - it was squandered on dead-ends: 1/2-finished maps & a million drafts and trips to Staples.



In This Issue

We're not 100% locked in on what we're shipping here. But for sure this is true:

- Stine is in Spain. So this mess is the quickest way to just get this Dispatch out. Otherwise we wait another month or so.

- Fred - Fanny Fred - got in a fucking shit of a bike wreck. For sure that will be covered here

- Maybe: EMT, poverty, hungry kids Evergreen MAN bike, 19 year-old genius sewer in Rie
- most likely - Taylor Ridge - Always! Chan Sch. Saws - on Bikes

AN OCCURRENCE AT POST CANYON

Fred's Crash

By Rory

April 26, 2025

For the past few years, our group has been getting together around Hood River in spring to take advantage of some slightly sunnier weather, while getting a little social biking in.

Hood River has a great system of trails to the east called Post Canyon, which is where we were riding. They are well built and well maintained by the local community, and offer great trail riding in spring.

On the day of the crash, we actually did 2 rides. The first ride was with a smaller group, John, Fred, Alex, and myself went out for around 6-7 miles. Once we got back, we ate some food, drank a little more coffee, and then rode back up to Post Canyon. While we didn't have a specific agenda for routes, it's pretty simple: Ride to the top, and then come down. We didn't have a plan, but we had an idea of how the day was going to go.

FRED'S CRASH

Lee Williams

Checked in, some folks headed to the hardware store, John and I are scouting up to the trailhead cause he's got that nervous john energy.

LW

Jimmy Livengood

Pit stop in the Dalles, ETA 5:40

JL

Alex Wetmore

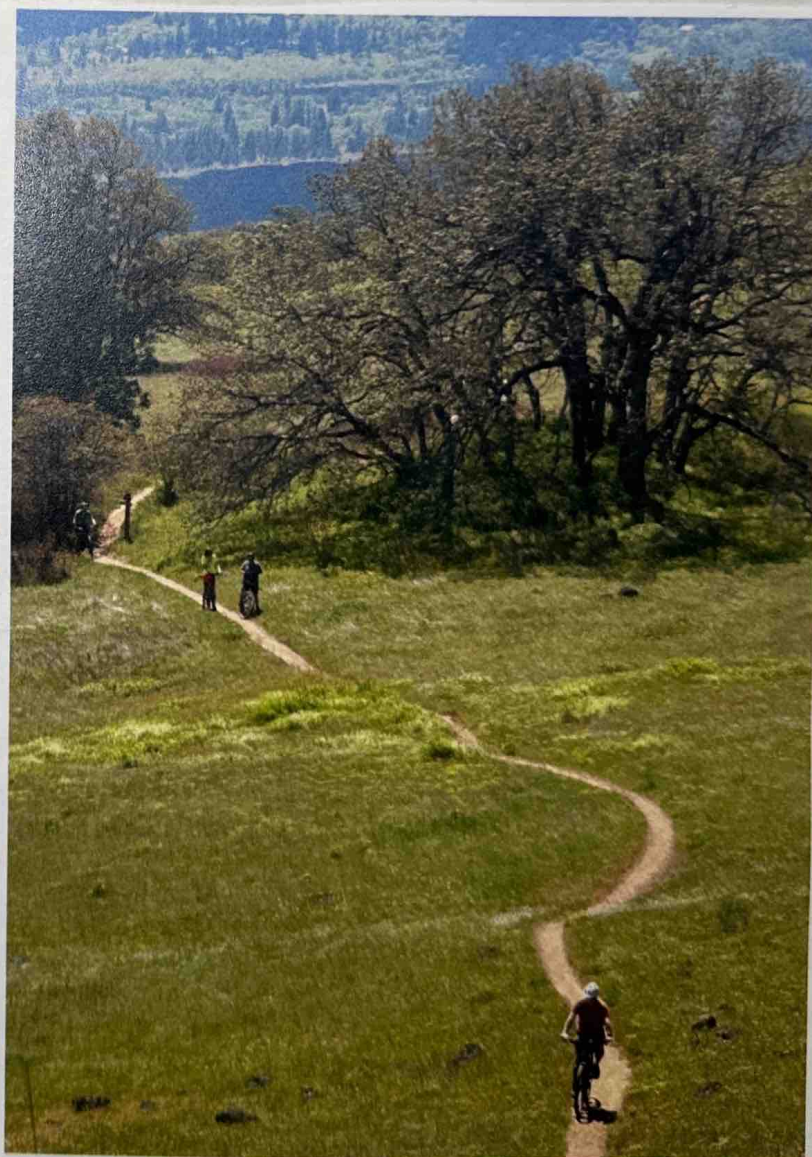
I think we'll be back by then.

AW

Lee Williams

Rory has arrived! 👍

LW

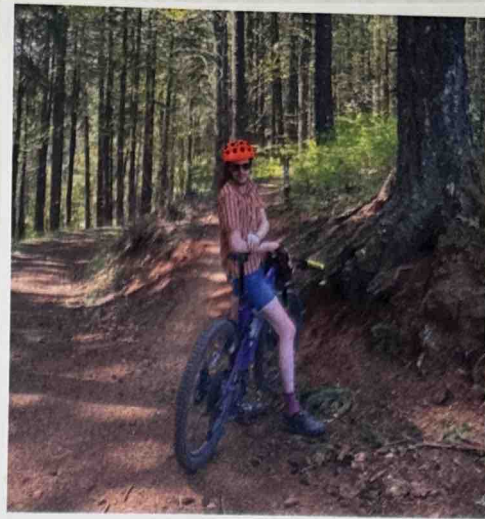


← The previous day at Syncline.
April 25th

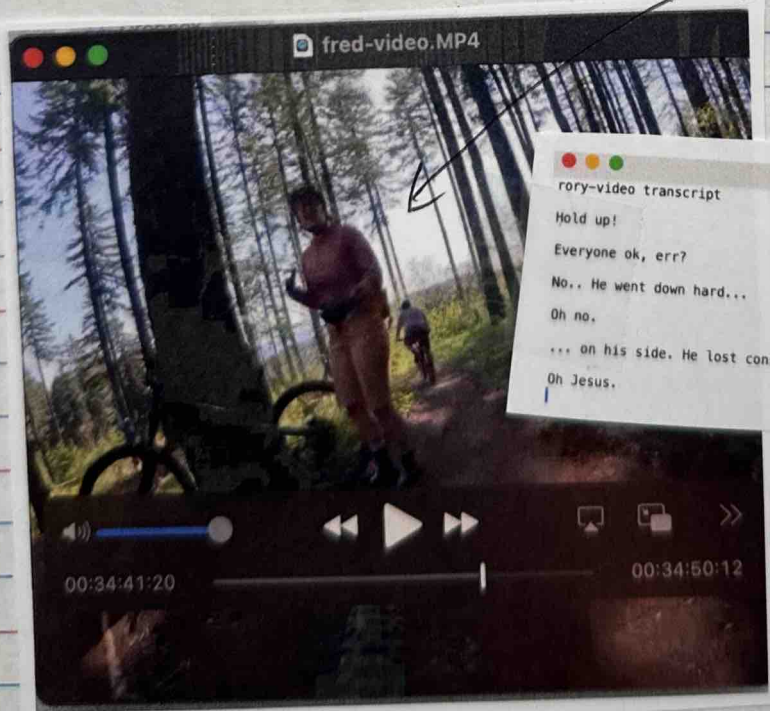
We went up 7 Hills to the Family Man Parking Lot, where we took advantage of the jump park, then continued up 8 Track to Eldorado, and reached 3 Blind Mice at the top of the climb.

3 Blind Mice marked the beginning of the descent. As we stood at the top, we talked about who would lead this charge. We talked about who would go first down the line, and I was not interested in hitting every jump/taking the advanced line, so I went in the back of the group. As we were sorting ourselves out, a couple of other mountain bikers went ahead of us.

As we headed down, I was bringing up the rear. We got to the first series of jumps, and I went around them. There was a little commotion ahead, and someone said there's been a crash. I wasn't sure when I arrived who crashed, since the people that went ahead were in the mix. I could hear a loud squeal-grown coming from where the crash happened. That's when someone from the other mountain bikers said that one of our friends went down. And this is where we found Fred laying on his side, struggling to breathe.



Fred does not remember how he crashed. The section of trail where he wrecked was not unusual in any obvious way. The feature was a short & shallow gap jump; the sort of hop Fred has done effortlessly for years. One theory is that perhaps (the couple) in front of our group may have stopped in the trail to study the next feature, which was significant.



rory-video transcript

Hold up!

Everyone ok, err?

No.. He went down hard...

Oh no.

... on his side. He lost consciousness and may have had a small seizure.

Oh Jesus.

Fred's Crash

Alex

I was the last rider in our group and thus the last one to the scene. When I arrived the first thing that I heard was "Stop riding and call 911, your friend is badly hurt". It was coming from a voice that I didn't know, and it took me a second to realize that there was another couple ahead of us who weren't in our group who were also there. I saw Fred laying down and a lot of people helping him, so I jumped on the



phone.

I was really concerned when the 911 operator asked me for Fred's age, and Fred couldn't remember (he gave me two numbers a digit apart).

While on the call I was asked to scope out the best access route for the EMTs. Denny went to the most likely meeting spot, and I went to an alternative that was shorter but steeper. The first responders were on the site quickly with Sheriffs, EMTs, and other support. Honestly everything between the phone call and the walk out with Fred on a stretcher is a bit of a blur, but I remember being happily surprised that

John, Jimmy, and Glen were doing a great job of communicating with Fred, checking on him, and helping with the first responders.

At some point while all of this was going on I gave Lee a cryptic call and asked him to drive up a truck to bring Fred's bike home. I wasn't very clear on what had happened. 30 or 60 minutes later (time is a blur) I called Lee back and told him not to worry about it and to go back home. As soon as we got Fred into the ambulance and were starting downhill I realized that I had probably left Lee sitting there worrying and

took the roads to get home faster. I also wasn't feeling much like mountain biking at that point.

I remember it being a long quiet evening back at our rental house with breaks of excitement. Rory figured out which helicopter Fred was on and so then we knew which hospital he was going to. Lee got in touch with Fred's mom and we were able to tell her what was going on. We got great news when Fred's CT scan came back with no brain injury. The next morning Denny, Lee and I drove into Portland and visited Fred in the hospital. It was really great to

see him joking like Fred, showing us how his ribs could move around, and already making friends with the staff. That was the moment when I knew he'd be okay.

The photo here is the last photo that I have of Fred riding a bike that weekend. It was from the Friday ride. It's really sad seeing that now and realizing that there was a huge brush fire there too.

What was both scary and amazing to me is what was going on to help this situation. Fred's condition was downright frightening. He had been knocked out briefly, and when he came to, he was not cognitive of where he was. John and Jimmy were trying to talk to Fred and understand where he was hurting so we could provide any information we could to 911. Someone needed to call emergency services, and Alex jumped on this while John, Jimmy, and Denny were talking with Fred. We also went into trail traffic mode, and had someone wave people off as they were coming down the hill and making a clear path. Everyone came together with Fred's well being at the front of their mind.

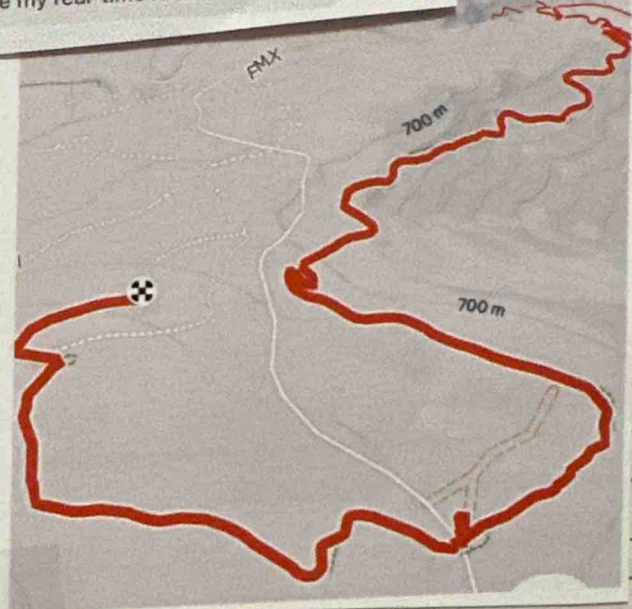
Denny Trimble

Closest road Riordan Hill, intersection with trail 156.
Location on Trailforks Map
45.662099701711924, -121.63820888723566



Rory

See my real-time location on Maps:



causing massive unseen bleeding that can quickly kill the trauma patient. In some chest injuries the lungs become bruised, thus interfering with normal oxygen exchange in the body.

Some chest injuries result in air collecting between the lung tissue and the chest wall. As air accumulates in this space, the lung tissue becomes compressed, again interfering with the body's ability to effectively exchange oxygen. If left untreated a pneumothorax. If left untreated the lung tissue becomes squeezed until the heart is also squeezed and cannot pump blood. This condition is called a pneumothorax and is a life-threatening condition. In some patients, bleeding occurs within the chest. Instead of air collecting, blood collects and causes internal bleeding. This condition is called a hemothorax and also poses a threat to the patient's life.

A penetration or perforation of the chest is called an open chest wound. If air enters the chest cavity, the pressure within the chest cavity increases. If left untreated, shock and death can occur.





Fred's Crash By Denny

We rode that traversing trail to a junction in the trees, the top of 3 Blind Mice. This would be our first descent after the climb up from the house.

While we were chatting, Fred decided it was time to ride, and took off down the trail first. About 30 seconds later, I followed him.

After the first jump was a corner. I was coming up on the second jump when I saw a woman by the third jump waving her arms to get me to stop. I didn't have time to change course so I continued over the jump, then came to a stop.

I saw Fred lying on his left side after the landing of the third jump. One foot was still clipped into his bike.

He was unconscious, and groaning. Some blood was coming out of his mouth. I remember a BMX kid who crashed and was doing the same groaning, which somehow made me calmer because I knew that kid came out of it.

I helped un-clip Fred's shoe from his bike. I held his hand and talked to him. I didn't think to check his pupils.

Gradually, maybe 2-3 minutes later, he woke up. He wanted to sit up, and I forget who else was there at that moment, but we helped him sit up. I was behind him and I remember pushing gently on his right shoulder blade area and feeling some popping. I told him I thought he might have broken some ribs back there.

Once Fred was sitting up and talking, people sprang into action. I think it was Alex who asked me to go out to the road junction, because I was wearing the orange long sleeve shirt. Great call, direct someone to get help.

Alex and I think Rory called 911.

I rode out the traverse trail to the road, and waited. I looked at trail maps to see what the best way would be to get Fred down to a road. We could go down below the accident, or back up and out the way we went in.

The Sheriff showed up maybe 15-20 minutes after I got to the road, with a trailer and a UTV.

He took down some information, sent out a radio call, and we waited for the EMTs.

They showed up maybe 30 minutes after I got to the road. We shared the info and the lead EMT made the call to go in & out the way we came in.

I walked in with him. More EMTs and SAR followed with the single-wheeled stretcher.

EMT guy said during the walk in that he had been watching a lacrosse game.

When we reached Fred, he was propped up with his back against Jimmy's back. EMTs checked him out and interviewed him. He told them he was experienced with collarbone fractures and didn't think he had one (he was wrong). But his ribs hurt.

The two main EMTs consulted, and asked us questions about his loss of consciousness and persistent confusion. Based on that, and on John's report of Fred's pupils immediately after the crash, and the moderate helmet damage, they decided to life flight him out.

We all helped get Fred onto the stretcher. I put my rain shell over him to keep him warm. We wheeled his bike out and carried the EMT gear while they guided the stretcher down the trail.

I called out the wrong direction at the junction above the crash, but people straightened me out.

We made it out to the road. We passed at least one group of riders coming up the traverse trail.

They sent Fred out in an ambulance. We gave the sheriff our address, and he delivered Fred's bike there.

I got a card from the sheriff with a case number, and one of the EMTs sent me his phone number, so he could tell us where Fred would be sent.

We rode out, and debated taking the roads down, but decided to ride trails and take it easy.

The woman and man who saw Fred crash were mountain bikers. I don't know if they were stopped in the trail or off the trail; checking out a feature, or what. I don't know if Fred got off-line avoiding them, or if they were off the side of the trail just watching. I think they were gone by the time I got back to the group.

We heard the helicopter flying to Portland while we were on the paved road back to the house.

I had nervous energy at the house. I showered and packed just in case I needed to be ready to head to Portland that night. But it ended up being a long wait for info. Lee called Fred's mom, and she was

eventually able to get in touch with the hospital, and relay some info to us. Fred would be staying overnight at least.

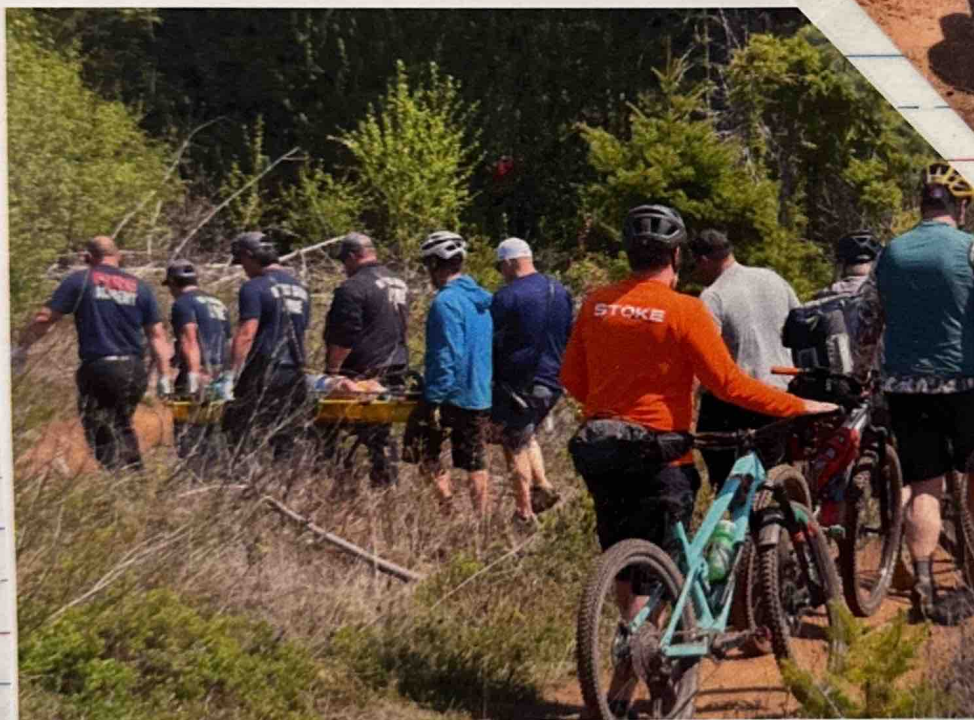
The next day Alex, Lee and I went to visit Fred. We brought his bag, took his bike helmet & shoes home for him. Delivered some Nerds Gummy Clusters and other treats. He showed us his turbopump-powered lung fluid draining apparatus, which made bubbling noises. He wanted to talk, to hear what had happened (he didn't remember), and make jokes. But he was tired, on pain meds, and a little faded.

After maybe 30-45 minutes, we left. He needed the rest, and he was not comfortable. We were bummed, we knew he would be in for a long recovery. It was a long drive back to Seattle.

Editor's note - John

The photo at the top of Denny's narrative shows Jimmy providing support for Fred to lean into. As we waited for what felt like hours for EMS to arrive, Fred was confused and repeating himself. He had been unconscious when we found him, and one eye was exotropic as he awoke. His breathing was labored. He had pain around his chest and thorax. It was an unsettling wait. We were all doing different work to try to help the situation and get him help. But Jimmy did the most vital work of all. He stayed with Fred and comforted and supported him. Physically and emotionally. He was truly a pillar. He chatted with him and continually checked in. At times Fred would shift position and lean back into Jimmy's arms, where Jimmy provided a lazy boy sort of recliner mode. If there's one photo that encapsulates the experience for me, it's that photo.

We were talking with 911 around 12:40pm. The EMT arrived on site around 1:10. They had Fred down the mountain, out to an airfield with a LifeFlight pickup, and by around 2:45, he had landed at a Portland hospital. I'm amazed at the speed emergency response can occur with the kind of resources that are available.



BILL TO:
FREDERICK GAINES BLASDEL
SEATTLE, WA 98105-2202

Incident Number: 25000124
Response Team: West Side Rural Fire Protection District
Responsible Party: Frederick Gaines Blasdel
Vehicle:
Date of Loss: 04/26/2025 12:42 PM
Incident Location: Post Canyon Rd.

Quantity	Item	Cost	Total
1	Rescue - Additional hours, plus personnel charges (0.33 hours)	\$50.00	\$16.67
1	Chief Officer (0.98 hours)	\$50.00	\$49.17
1	Rescue - 1st hour, plus personnel charges (0.98 hours)	\$100.00	\$98.33
1	Vehicles (personnel) (0.98 hours)	\$50.00	\$49.17
1	Rescue Vehicle (0.98 hours)	\$40.00	\$39.33
1	Medical Treatment Provided	\$250.00	\$250.00
1	Processing Costs	\$110.59	\$110.59
Subtotal:			\$613.26
Payments:			\$0.00
Total Due:			\$613.26



FCCF Car Reviews: Ford F-150 Lightning

By Lee

With the heritage of nearly five decades of its F-series trucks at the top of the sales charts, it's no surprise that in 2025 the Ford F-150 Lightning has now become the all-time best-selling electric truck of all time. In contrast to the runner-up, the angular and fascist-aesthetic Tesla Cybertruck, the Lightning's body styling looks almost indistinguishable from the fourteenth-generation petrol models populating big box store parking lots across America. Only a few details such as the LED headlight strip across the hood line and the charging port just in front of the driver's door cue the observer into identifying this vehicle as part of the electrified future of automobiles.

The Lightning comes with a standard 120V charger rated for 12A, but you'll only want to use that for exceptional circumstances as it adds only roughly two miles of capacity per hour. The extended range battery pack on the Lightning as tested is rated for a usable capacity of 131kWh and an EPA estimated range of 320 miles, or almost four days to charge from empty. Those massive batteries drive a total of 580 horsepower of electric motors, and it's going to need all that power to move a nearly 20-foot long truck with a curb weight that tops 6800lbs in the Platinum trim. In the end the Lightning feels like it is riding right up to the line of the tyranny of the rocket equation as applied to electric trucks - the heavier it gets the more battery it needs to move it, ad infinitum.

Denny Trimble



Sheriff is here with side by side. I showed him both access options and we are sticking with this one. More people are coming.



Driving such a monstrous beast is actually surprisingly easy, with all the bells and whistles of a modern car lighting up the dashboard it still handles basically like any other EV, albeit one dramatically scaled-up from something like a Chevrolet Bolt. Power is delivered smoothly to the 22" wheels, with only a few hints of the mass asserting themselves as you accelerate and decelerate. Once the road turns uphill though the surplus of power is evident, and you start to get a sense for what the pickup truck commercials have been selling all of these years, the capability to drive straight up a mountain should you ever need it (alas, you will not).

AW

White jeep coming your way denny

Fire truck too

I'm gonna walk back to fred

Once the road gets rough, however, the Lightning starts to reveal more its lineage deriving from the *modern* pickup truck rather than the workhorses of old. The suspension that makes for a comfortable freeway cruise struggles to damp the oscillations of a three-point-four ton truck bouncing through potholes, and the long and enormously high hood makes sighting out a smooth line a challenging affair. On narrow forest service roads the width and length make one mentally mark every wide spot where you might squeeze in to allow an oncoming vehicle the opportunity to pass, and the branches scrape along the side at every point the road narrows.

AW

Lee, at least go to family man



Walking in with first responder

This was my first time driving an EV off-road, and one-footed driving definitely takes some of the mental load off as you let the vehicle carefully roll over the rocks and off-camber sections with gentle nudges on the go pedal. With a combination of a weighty vehicle, high-torque motors, and street tires, too much aggression on the gas (electrons?) or brake tended to produce some unsettling spurts of gravel. As it was I didn't even need to enable any of the additional traction control modes, which was for the best as they were buried within the myriad menus presented by the infotainment system, another low point with the interface design still feeling like a tacked-on experience inside a luxury vehicle.

AW

Lee, sherriff can take bike to house. So you can head back. I'm going to roll down roads orett soon.

As a road-trip vehicle transporting large adults and their mountain bikes the F-150 Lightning makes quite a positive impression, delivering a comfortable ride with excellent range and oodles of cargo room to spare. The inevitable trade-offs appear when deployed in other environments - urban neighborhoods and off-road trails alike are inimical to such a large vehicle. If it deserves its crown it is because it is displacing gas and diesel trucks that were equally designed for a suburban America of stroads and massive parking spaces while maintaining the legacy aesthetic of a working vehicle of farms and forests. Perhaps it can be a stepping stone to a gentler future.

The 2025 Ford F-150 Lightning Platinum edition has a starting MSRP of \$87,000.



Ashley

Highland Park Ford



I'm online! How can I help you with the F150 Lightning? 😊

Type your message

TEXT

Chats may be monitored, stored, and/or shared as described in our Privacy Policy.

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Rory



GET IT ON
Google Play

N451LF Flight Tracking and History

Flight Tracking and History

R

Sat, Apr 26 at 3:46 PM

Fancy Fred

Hi, this is the hospital social worker, Ana on Fred's behalf. He's at OHSU in Portland. He's stable and waiting for the CT results. He has hit phone but is not able to sit up and text just yet.

F

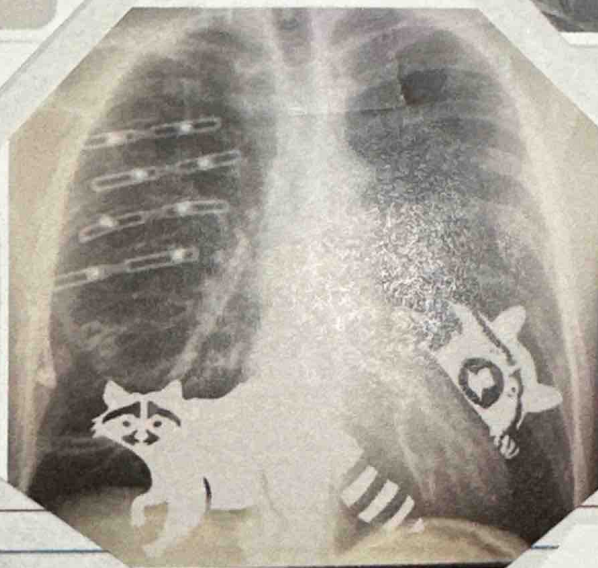
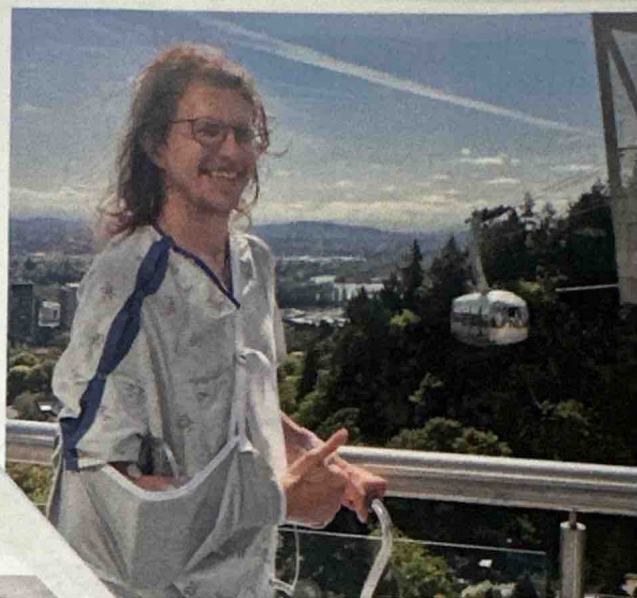
Lee Williams

LW

Thank you Ana!

LW

I did call his mom, hopefully she is not blowing his phone up too much.



~fred blasdel

+1 (202) 247-7142

Old one was a half inch tube between my broken middle ribs, running up behind them to the top of my chest

8:13 PM

The plastic box is two bubbling chambers

8:14 PM

The vacuum side is blue tampon commercial fluid

8:15 PM

The fred side is leaked air, blood, mucus, whatever that escaped into my chest cavity

8:16 PM

Sun, Apr 27 at 5:49 AM

Fancy Fred

F

Thank you all fine gentlemen

Fred!

Goddamn!

Alex Wetmore

AW

How are you fred?

Love you! Glad your working again

Fancy Fred

Overall doing ok, hooked up to chest tube robot for punctured lung and may not get released today

F

Rory

R

Glad to hear you're texting!

Alex Wetmore

AW

Can you take some visitors today? What of your stuff is useful to bring?

Fancy Fred

F

I think my Topo backpack with clothes and laptop

Alex Wetmore



No More Stamps please.

This giant gap of publication chasm
caused many people to send in
stamps. Thank you. We're
good. Please don't send more.

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~~PARROW~~ Dispatch is sent out weekly.

To subscribe, send a letter ~~or talk~~
about something - ~~to~~ John@FCCF

1 Roamer Way
Kettle Falls WA

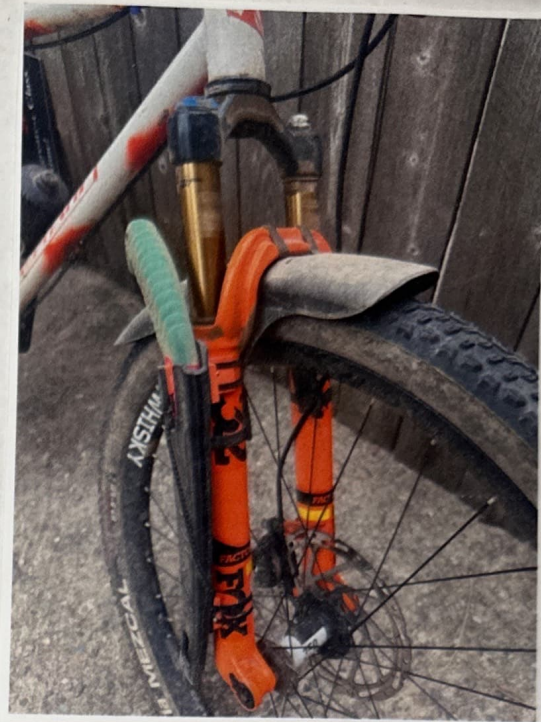
99149



All these trees were cleared in about 20 minutes - by me - using these two saws. Not a flax, just a fact!

GET A Hand SAW

If you hike, walk, or ride in the Colville National Forest - bring a handsaw. A Japanese one. We're big fans of the Silky Saws - specifically the "Big Boy." But that sucker comes in at about \$100 - is sure to be more expensive with the tariff ~~chicanery~~. So consider instead, the "Samurai Ichiban GC-270-LH." For about \$40 you get a super capable saw with a scabbard. Perfect size for most stuff on the trails. You'll be amazed how this saw goes thru wood.



Put (mount) a saw on your bike (fork)

Alex created a 3D-printed mount situation for that Samurai saw (see previous page). It's a fork mount that works with Fox 32, Fox 36 & Rock Shox Pike forks.

If you have access to a 3D printer - and you might through the local library or a fancy, nerdy friend - you can download Alex's 3D file + some instructions by hitting that QR code Above.

trying <https://www.ferrycountycyclingfederation.com>