

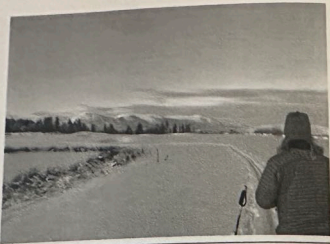
FERRY COUNTY CYCLING FEDERATION



Barstow Dispatch Vol.1, #6

January 2022





Sooty leads a frigid morning XC ski sesh in Colville, WA. Dec 2020

Here we are in 2022. This Dispatch has been a while coming.

In addition to the usual drivel, this issue marks the first time we've brought in an external writer. In this Dispatch, Pat offers up a memorial of sorts.

If you want to submit something, let us know or just send it to us. If it's generally bikey or related to getting active in Ferry County or historic tidbits, we're interested. In lieu of payment, we provide a lifetime subscription to the FCCCF—which is priceless—to all contributing writers.

We got a couple bits of mail from subscribers too! That was super rad—to go to the mailbox and

get real mail written on paper from a human! Keep them coming!

It's January — time to ski. And to work off the holiday weight (again) and to look forward to hills in April... all in preparation for enjoying the KCT this summer. Party on friends.

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John @ FCCCF
1 Rooner Way
Kettle Falls WA 99141



June 2019: Maddie and Coffee Joe walking through Stickpin mush.

KCT check-in

We've got three little Kettle Crest Trail-related tidbits to share.

The source for this intel comes straight from a meeting of the Colville National Forest Trail Partners, of which FCCCF is now a participating member.

#1: Stickpin redux

Stickpin trail will get some love with reconstruction of some steep grades and relocation of a couple sections that pass through a floodplain. This is good.

The picture above shows one of those mushy sections in June. Even if you can see the trail, riding it is a crapshoot of slop and postholes big enough for your wheel to fall into. Which, in turn, may or may not cause you to flip over your bars.

#2: Taylor Ridge

News to me: Upper Taylor Ridge is maintained as part of the yearly Forest Service contract. Lower Taylor is all user-maintained. Due to the fire, funding for contracted maintenance may go to Lower Taylor next year. Either way, user maintenance will be required.

#3: Jungle Hill - Wapaloosie Connector. This is cool. It's early days. But plan for a plan is in the works for adding a connection between these two trailheads. This connector would make 82>KCT>Wapaloosie Trail a very worthwhile clockwise option, since today the last 1000 feet of vertical descent is on road.

Snow riding

Riding bikes in the snow mostly sucks. Fat bikes are sort of novel for about 200 yards of riding, until you suddenly realize that there's no way you'd actually choose to ride a fat bike in the snow if given the option to ride any other bike in a non-snowy situation.

Also: fat bikes don't really work as advertised. This idea of "float" is bunk. Fat bikes are great when someone has groomed trails specifically for fat bikes. Go ride your fat bike through a fresh foot of snow and notice how instead of floating, you're just sinking.

And to make it worse, you're pushing a 5x12 inch column of snow out of the way as you pedal. Granted, in some snow scenarios, the fatter contact patch can provide some "float" on sketchy, post-holed, lumpy, soft snow. You know where fat bikes kind of rule? In gnarly, rocky, woodsy, no-trail areas during non-snowy times. Load up a Pugsley with racks and bucket panniers and fishing rods and trail tools. Flip it into super easy gear—and boom, you've got a little Sherman tank to



get you into the fun. The only time snowy riding is sort of passable is when the snow is more like pavement. Hard-packed snow or just straight-up ice is as good as it gets in the winter. Of course, these conditions require studded tires.

Broadly speaking, there's two basic types of studded tires: commuters and trail tires. The difference is in number and placement of studs.

Commuters have studs that span a narrow strip along the center of the tread. Trail tires have more studs: in addition to center studs, trail tires have

studs out to the edges.

All studded tires worth their salt have carbide steel studs. And all studded tires are heavy and ride pretty turdily. However, since studded tires may be the only option that best simulates riding a bike when there's snow on the ground, they're pretty great.

Best commuter: Nokian

Hakkapelitta

Best trail tire: Schwalbe Ice Spiker.

Failure mode

This is a story about a freehub. I've never had a freehub fail before. In fact, aside from pawls, which I liked to mention when discussing freehubs, I sort of didn't really know what was going on inside of a freehub until mine failed. So silver lining, I guess...

When you take a freehub apart and play with it, the whole thing makes immediate sense. You get how they make clicks and how some freehubs make fancier, more expensive-sounding clicks. With the exception of planetary gear hubs — most bike stuff makes immediate sense when you take it apart. But we digress. This is a story about a failed freehub.

The failure here is alloy. My new opinion: freehubs should be made of steel.

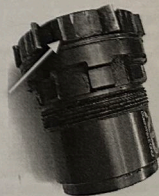
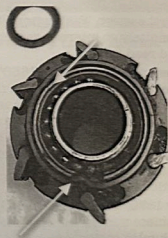
Look closely at the top picture and look how that delicate, lithe wall between the pawl pivot and the bearings just gave way: in two spots (see arrows).

The second picture shows how the bearings scrunched out the sides and gouged the wall to escape. Those gouges are all around the perimeter. Note that about half the bearings are gone (top picture).

This hub went haywire on my last climb up Trail 83 this year. I

didn't know it was failing. I just knew it was an unusually hard climb. Even after a good night's rest, and feeling fine, I figured it was just one of those hard days.

The replacement freehub cost about \$100. When this one dies (and it will), I'll replace it with hub that has a steel freehub. Deore or STX probably.



Chinese in Ferry County

Not to make excuses (queue excuse), but one reason this issue has taken so long—aside from the amazing content and massive length, not to mention ridiculously high quality—is that I spent a bunch of time rabbit holing into some Ferry County history around Chinese placer miners.

My interest here was piqued by a fantastic and intriguing master's thesis by Lindsey M. Evenson: "Pre-1900s Chinese Mining in Northeastern Washington State." Definitely go internet-search that and read it.

The upshot is that the 1850's gold rush migrated from California up the west coast and into Canada. Following the white-European rush, Chinese miners worked spent and abandoned claims as the European miners worked their way through various regions.

By 1870, there were about 1500 Chinese miners working the upper Columbia region, extending approximately from Spokane River to the border and including the Kettle River drainage.

These were placer miners. This is the method where water is run over diggings such that gold settles to the bottom of sluice boxes.

These guys (and they were all guys, since Chinese women who were not attached to merchants, land-owners, or other higher-status men were not allowed to enter the

states), by all accounts did well in these spent claims.

One reason they did well was their ingenuity in canal and flume building to deliver sufficient water to their mining sites.

To the extent that there's any thing left from their presence here—and really, due to their highly mobile, nomadic lifestyle the flooding of the Columbia River by the Grand Coulee dam, and the fact that there's been almost no archeological priority on recovering their artifacts—the ruins and channels left by the water-moving infrastructure may be all that remains.

One area of interest is St. Peter's Creek to the east of the Kettle Crest. This area may have some channel features along the creek. This would be accessed by the "Big Lick" trail, which has been closed for a few years. Perhaps if that opens again, it's worth checking out.

So what happened to all these Chinese who pre-dated nearly all European settlement in this area?

Let's just do the basic math here: their differences and successes doomed them.

As a group they were fairly successful in squeezing out every flake of gold in a "spent" claim. They were not European



Internet picture. Chinese miner in late 19th century. Likely California.

They were smaller in stature. Generally, they wore traditional robes, and by threat of death (back home), wore their hair in "Manchu" braids and shaved at the forehead. Their food, customs, and language were fundamentally foreign (AKA, "oriental") to contemporary American sensibilities of the time. Throw in a financial panic in 1873 and you've got the makings of a standard American racist scapegoating situation.

About a decade before the 1882 Chinese Exclusion Act, multiple regions of the American West codified racist tax codes that targeted Chinese miners. And in case you're worried we're engaged in some underhanded revisionist CRT, I submit as an

example, a Washington Territory law signed in 1864 titled, "An Act to Protect Free White Labor against Competition with Chinese Coulee Labor, and to discourage the Immigration of the Chinese into This Territory."

This law specified a \$6 quarterly tax on Chinese miners, to be collected by the local sheriff, who kept 25% of the collected tax.

These sorts of laws and economic penalization were also coupled with violence and murders. In a future Dispatch I'll tell the story of Ah Tai and his brother Ah Nem, who was murdered in Daisy in 1922.

But for now: out of space!

Profile

Allison Ginn

Recreation, Hydropower, Minerals, and Special Uses Program Manager for Colville National Forest

Allison is a Georgia native. She's married to Cory, who is an arborist. (Ed. Note: I met Cory when he showed up with the Evergreen Kettle Fest crew in July for a dip in the Kettle River). She has an undergraduate degree in Geology and worked at Yellowstone during her last summer in college. From there, Allison worked for the BLM as a River Ranger on the Rouge, which sparked the interest in public land management as a career. From there she got her Masters in Recreation and then went back to BLM.

How did you end up here?

We were in SLC and it was becoming very clear to us after several months in a pandemic and after an earthquake and 5 years of city living that we were done. That's not why I went into land management and I wanted to get back to the field. Cory found Tonasket on landforsale.com and he started looking at pictures and said, "hey, I kinda want to go look at northern Washington." So I got on the Forest Service Outreach database and found two jobs open that were a good fit. After a



discussion with my now-boss, I was interested and pretty sure I was going to take the job before we flew out. We flew out and I took one look at the Columbia River from the property we were going to buy, and I said, "I'm doing this."

What's an accomplishment you're the most proud of?

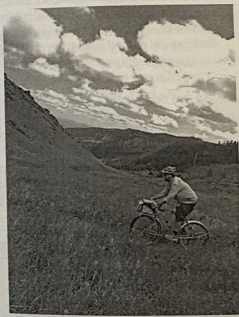
The Clear Creek connector trail in Buffalo Wyoming. This was a two year project. A huge partnership between the city of Buffalo and BLM. Pushing on that project and getting it through was a huge win. We accomplished that through a "right of way," which is something I'm trying to accomplish in CNF.

What's a "right of way"?

This is where BLM or Forest Service gives an entity access to a trail right of way in exchange

for building and maintaining the trail. For example, I can see that happening out of Chewelah really well. I'm really hopeful that we're going to look at new opportunities for right of way agreements with CNF.

What happens now when the forest service makes a trail is that we have a new trail, we have to construct and maintain it according to forest service standards, while maintaining the 1800 miles of existing trails.



Serendipity! John@FFCF riding Allison's handiwork: Clear Creek connector trail in Buffalo Wyoming. June 2018.

When we see an area that has a lot of user demand for purpose-built mountain biking trails, I

think there can be an opportunity for us to relieve the federal government of the financial responsibility for that and pass it to the local municipality. So for example the City of Chewelah would come to us and say, "we're working with Evergreen East. They're going to build the trails for us. We're going to accept the liability and responsibility, would you allow mountain bike trails that goes into CNF?" We can do that as a special use case: I can give them a special use authorization that allows the municipality to go out and build projects and we've created zero dollars of taxpayer dollars and responsibility. And the public gets to enjoy a trail.

I'm really hopeful that in certain public places - and I think the places that are really ripe for this are Chewelah and Republic - that we'll start looking at right of way as an opportunity to meet some of the demand that we're seeing. I'd love to see a network that extends all the way through Chewelah: you could ride your bike to 49 (Mount Chewelah).



Profile ... continued...**Growth is inevitable. How are you thinking about CNF in the future as a recreational program manager?**

We have been experiencing significant growth in Stevens, Ferry, and Ponderay counties. Current census projections show significant growth. It's not Seattle, but we have a lot of people coming to this area that are looking to get out and recreate. Connectivity with communities and loop trails are the number one priority for the recreation program for the foreseeable future: for both motorized and non-motorized recreation. My vision is that in 10 years you will be able to ride your bike from any of our communities into the CNF. This will require working with cities, counties, and private land owners. These are tourism-generating dollars for communities. We see time and again local money and quality of life for the effort and money that a community puts into those types of connections.

What's the story with ebikes in CNF?

We don't yet have a final rule on ebikes in National Forests. The Department of Interior (BLM, Parks, etc) has issued a ruling. The National Forest (note: NF is under Dept of Agriculture, not Interior) may issue a ruling this

month or next. What I've heard is that the final ruling is probably going to look like the proposed rule, which is that ebikes will be classified as motor vehicles. And so they cannot be ridden on trails unless the trails are specified for motor use.

We're going to have a lot of issues with that on the CNF, in that ebikes cannot also be ridden on a lot of our roads. Because our roads are only open to highway-legal vehicles.

So if you bought a new ebike at Adventure Pedlar - and almost all of their new sales are ebikes - there's really not a lot of legal places for you to ride them in CNF.

So we're going to have to go through a process that determines where ebikes will be legal and appropriate. This will be a public process to determine where Class 1 ebikes can go and if they can or cannot be allowed on the KCT or feeder trails. I expect that to be controversial and will probably take a long time to resolve.

The hard part is that there is a discrepancy between what you can do on Park Service and BLM and what you can do on Forest Service land. I really wish those had been aligned. We're only going to see more ebikes. I think this will be a major topic for us over the next 5 years.

Profile... continued...**Best bike experience ever?**

We did a trip on The White Rim in Canyon Lands national park in Utah. It was a road ride. That was like a once-in-a-lifetime experience. It was late October, southern Utah, three days on bikes, human powered. I don't know if anything will ever top that. It was bluebird skies, right before the time change, and had like 13 people in the group. It was Halloween. Everybody packed a costume. We had to get permits to camp. We rented a truck and someone carted all our gear. That was a really fun trip. The best food I've ever had on my life was on that trip. It was a peanut butter and jam sandwich with BBQ chips stuck between it. I was so hungry. Nothing will ever top that meal.

Final thoughts? What do you want to people to know about your job?

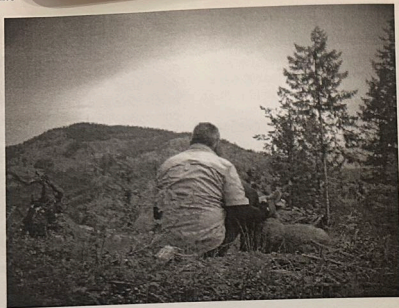
The biggest thing that some people misunderstand is our role. We (NFS) all work for the executive branch. So we're executing laws. Government processes can take time. And there's a benefit to that in that we're not rushing to

something that's controversial or making changes where we don't have enough information. But the detriment of that is that it can often look like nothing has occurred. That nothing is happening.

Developing relationships with the staff in your district that are tasked with carrying things out makes a difference. Letting them know what areas you really care about does actually help us prioritize work on public lands.



Allison and Cory. All Allison pics are from Instagram.



Ride Report

By Pat Sprute

I'm writing this on the first of January, which is when you somehow feel licensed to be pathetically nostalgic, as you take stock of your life. Still, this is a Ferry County bikey memory worth recollecting.

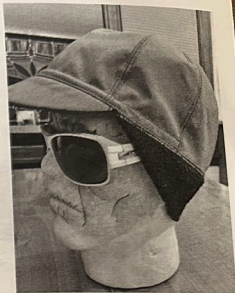
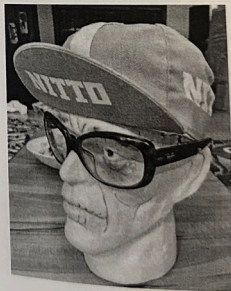
The Barstow Dispatch station chief had invited me up on a Thursday afternoon in June of 2011. I brought my dog, Brandy, along - I'm really not sure if this was intentional or just-because. We took off on a ride in the Colville NF with the dog in tow - I'm really not sure if this was intentional or just-because.

Brandy passed two summers ago,

so maybe things seem sweeter in retrospect, but I like to think that I had the presence of mind to recognize, in the moment, what a special day I had, taking a ride with my pal in the woods. I couldn't tell you the route, but I can still smell the forest that day and I can still look back and see Brandy dog-smiling at mile 19, tired as hell and feeling the pain in her beat-up pads with every strike, but also on the tail end of one of the top-ten epics of her highly adventurous life. I can't literally hug her anymore, but there's a hug of some kind that goes out in the universe to her every time I remember this ride.

FIT CHECK!

Let's talk cycling caps. When I started riding mountain bikes in the prehistoric age, the standard summer headgear was a bandana. Cold weather: wool skull cap. And of course a flannel shirt in all seasons. Somewhere along the line I was introduced to cycling caps. In the summer, cycling caps are brilliant. If you sweat a lot - there's no better option than a cotton cycling cap. The Nitto cap below is in "descend" mode, where the bill, flipped up, is out of the line of sight as you are pointed downhill. On the way up, the bill is deployed down. Sweat happens. Sweat saturates the hat. It collects and runs through the fabric on the bill, then drips off the front. No eye sting. So easy. So brilliant. The go-to cotton cap is made by Pace.



As I did last month, I'm shilling for the Swrve product. The cap in the picture above is their "Belgium" cap. In the winter I still want a bill to keep the sun and glare out of my delicate, dreamy blue eyes. I like the Belgium above all winter caps I've tried for the perfect fit. I've got a good sized melon and this one fits snug and right. It's a soft-shell exterior that is lined with fleece. So it's warm and slow to sweat out. You can regulate temp easily by folding up the ear flaps. The low flap in the back also bridges the gap to my jacket collar. Nice. When temperature drops below 40F, I'm pretty much sporting this guy.

Bike Etiquette

by Emily "Dropper" Post

You probably don't need this list, but someone might. Give it to them.

So, if a friend gave you this copy of the FCCF Dispatch, perhaps they gave it to you in hopes that you'd read this list. Pay heed!

- Know thy place. When riding a new-to-you trail or area do not take the lead. Follow the host, no matter how old, slow, or decrepit they may be. Sit back, chill, enjoy the ride, and talk incessantly.
- Don't toss your scraps. Obviously, don't leave air canisters and Gu wrappers behind. But also: don't toss your banana peels, apple cores, and other food stuffs. It's bad form, clod.
- Read the room. This is deeply rural Ferry County. Leave all butt-hugging, nut-accentuating, lycra race kits at home. When in Rome, respect the Roman way.
- Offend not with thy ignorance. Cyclocross bikes and gravel bikes are different. Verily. Be precise in your usage.
- Offer no unsolicited advice, nor phony encouragement.
- Be genuinely cheerful as you overtake and are overtaken.
- Yield to other cyclists whose passage is more arduous than your own. Pay heed not to climb vs descent rules, for these are Fredly. Strive rather for the consummate ideal: to forego yielding and attempt an ad hoc negotiated co-passage with requisite high five.
- Look and act like a human to horses. Dismount, remove helmet, and talk calmly when encountering mounted horses.
- Clear downfall and other trail debris as you are able.
- Wear not headphones on busy public trails.
- As a cyclist on a trail, you yield to everyone. If other trail users step aside to let you pass, thank them.
- Yell not, "On your left!" as you approach other trail users. Rather, try something like, "Good morning."

