A topographic map is overlaid on the entire image. It features contour lines, elevation markers (13, 18, 20, 2500), and labels for 'Deadman Creek' and 'Creek'.

ferry county cycling federation

Barstow Dispatch
Volume 2, Number 4

Winter Solstice, 2022



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John @ FCCF
1 Rooster Way
Kettle Falls WA 99141

Design, layout, all visual stuff:
Augustine.
@augustinemachine on the 'gram.

Contributors: John, Alex, Rory, Lee

Cover and inside cover collages:
Augustine

25 **Solstice issue**

In this Dispatch, some friends have thrown in some content and I'm grateful for it! But I want yet more content from more people!

I want to grow the Dispatch into a broader discussion. Even perhaps beyond bikes or Ferry County. Bikes and riding are awesome always. And the "ride what you got in what you're wearing" vibe is a bedrock principle that we can use to inform how we want this Dispatch to evolve. What that means is that we want to recognize that good-enough content that speaks truth from different voices will be engaging content.

So this is a call out to you to hit me up with some content for the Dispatch. You don't need to be Shakespeare. You just need to be honest and have something to say.

Some examples: historical, cultural, and land use-related stuff. Food! Mental health. Technical content: bikey or other generic problem solving stuff. Fiction? Poetry? If any of this is your jam, please send it my way. There's no money here. But you get a free subscription for life!

Send me your stuff. Or send an email with your ideas and we can work through it.

ferrycountycyclingfederation@gmail.com

CNF trail maintenance deal

In November, I chatted with Yvonne Krause, Executive Director of Evergreen Mountain Bike Alliance, about a partnership she's been working on for a few months with the good people of the Colville National Forest. This article gives an overview of what I learned. — John

There is about a 90% chance that we are going to see a dedicated trail crew in Colville National Forest (CNF) next year. What we're talking about here is a team of two trail crew working full time between no-snow-to-new-snow, approximately April to October. We're hedging it at 90% because the deal is all but done, but not signed yet in blood, as is required.

This is huge. This is expensive. The money comes from the (deep breath) Colville National Forest Transportation Systems Sedimentation Reduction Stewardship program.

This program is funded by the retained receipts of CNF, i.e., resource extraction, i.e., logging. The goal of the stewardship program is to bring this money back into the forest to restore and maintain riparian habitat (fish and non-fish bearing streams and rivers) and overall water quality.

Trails fit into this program because you can decrease road and trail sedimentation by rebuilding and maintaining the trail drainage, tread surface, and managing erosion control. Storm proofing measures such as riprap, water bars, culverts are also allowed with this program.

Notably, the program does not fund new trails. But it does allow restoration of existing trails that may have fallen out of maintenance for years. (See "Big Lick Trail Restoration" in this very dispatch!)

The total money package is still unknown as of this writing, but Pacific Northwest Trails Association (PNTA), Washington Trails Association (WTA), and Evergreen are all cooperating with CNF to figure out how to most effectively provide trail coverage.

The initial plan from Evergreen hopes to cover salary, tools, mileage and per diem for two trail people working full-time 6-7 months. This is somewhere around \$100k. A bargain at twice the price! However, money from receipts will not cover all of the work that Evergreen wants to do here. Money from other sources will need to be identified to pull this off.

So, if funding happens, what are they gonna do? At the moment, Evergreen (along with the other two orgs) are working with CNF administrators to coordinate 2023 trail maintenance to optimize any partnerships and reduce overlap and redundancy.



ALEX AND BILL PONDOR THE BRIDGE DECK FOR JUNGLE HILL AT AN EVERGREEN TRAIL MAINTENANCE EVENT. JULY 2022.



IT'S A FAMILY AFFAIR. TRAIL MAINTENANCE ON JUNGLE HILL. KETTLECREST 2021

Let's step back a moment and recognize that the CNF is friggin' huge. And that really, all the FCCF has ever really paid attention to is the Kettle Crest Trail. So we're in the process of just appreciating the sprawling grandeur of the forest and this project

The project is organized according to the 300+ trail segments in the CNF. The KCT makes up just 16 of the 300+ segments identified on this project. That doesn't include the feeder trails -- that's just the spine of the KCT.

What will happen in 2023? Well, at the time that this Dispatch has (finally) gone to OfficeDepot for printing, the general plan is that organizations will coordinate efforts to work together to log major trails out quickly after snow, then to go back for more brush work as the year progresses.

In Evergreen's case, the FCCF editorial board advocated for a major brush and water drain job on Taylor Ridge and to consider Big Lick Trail restoration.

Two fires in the last 8 years have made a mess of Taylor Ridge. It needs a lot of love. In 2015, the Stickpin fire tore through most of the top portion of Taylor Ridge. In addition to requiring significant log outs every year, the upper portion is overrun with Alder and Willow crowding out much of the trail. Clearing this sort of growth is considered brush work and just hasn't been possible with current resources after log out each year.

There are a handful of spots on the upper portion of Taylor where water seeps over chunks of the trail. So diversion, or culvert, or bars will be required.

Last year, the Bulldog fire decimated the lower half of Taylor Ridge. One report by a reliable source indicated that while there is logging and clean up to be done, the actual trail is in pretty good shape and a lot of the undergrowth and brush burned out. This lower half was closed all year, so in any case, will need some attention.

In addition to Taylor Ridge, we're hoping to see a full brush out of KCT and existing feeder trails.

This partnership will be a game-changer. Until now, it's been a combination of volunteer (PNTA, WTA, Evergreen, NEWT, INWL, Backcountry Horsemen, and certainly others we don't know about) and CNF contracted labor that keeps these trails open every damn year. What a job! Unlike trail systems in the more populated west side of the state, where legions of volunteers fuss-out the minutiae of each local trail system to the nth degree all year round, we've got a small but mighty group struggling just to log everything out each year in between snow seasons.

Could there be a better way to spend CNF resource extraction money? Unless it were to involve removing cows from the top of Jungle Hill, we don't think so!

Big Lick trail restoration

Although the CNF-Evergreen partnership is focused on maintaining and improving existing trails, there is a provision in the agreement for trail restoration. One such trail that ought to be considered is the Big Lick Trail on the western slope of the Kettle Crest Trail.

Kettle River Conservation Group restored the trail in 1991, and did a major logging effort again in 2012. According to the CNF website, the trail is closed. But it's not clear how long it's gone without maintenance -- but it's probably years.

The Big Lick Trail follows the North Fork St. Peter's creek up to KCT. The trail is about 4.5 miles and nearly 2000 feet of elevation up to the KCT. That's a fierce bit of climbing -- almost meeting the "500 feet of elevation per mile is the limit of fun" threshold. The trailhead for Big Lick is about 5 miles of forest road climbing from Highway 21

Though we don't know what the trail looks like, given the historic nature of the trail, we can say for sure, as with all trails in the KCT, this is not a trail designed for mountain bike descents.

For hikers: this seems like a real chestnut of a trail. Hiking by a trail that follows a creek is a Good Thing. One can imagine some cedar and aspen groves. Given the proximity of the trail in between Mt. Leona and Profanity Peak, there's likely to be some great views. And taking the time to hike up the trail might allow folks to identify the historical tidbits that may still remain.

Restoring a trail takes a ton of work. And then it requires yearly maintenance. As with all KCT trails, which are so lightly trodden, it seems prudent to ponder the cost/benefit of restoring a trail like Big Lick.



BIG LICK DETAIL. USFS MAP. WEAVER/LING LEE

The trail is an historic route, no doubt evolving from a game trail and/or an Indigenous path that was used by trappers, settlers, and miners. In Dispatch 1.6, we wrote about the Chinese placer mining that took place in the region back at the end of the 19th century. Somewhere along St. Peter's Creek was the site of a major operation. There are perhaps placer mining channel features left behind.

Does it make sense to open this trail up again? Thinking myopically as a bike trail, maybe not? We don't know what this trail looks like and we're pretty sure it's only going to be one that we ride for the descent into the Curlew-Malo valley.

Consider a loop that includes the Big Lick descent. We have considered this. The loop would be a good one for an all-road or a mountain bike. Start off at South Boulder Creek road and ride up to Ryan's Cabin trail, which is a 1.7 mile climb up to KCT. Then bomb down the Big Lick surprise and into the valley, taking Long Alec Creek back up to Taylor Ridge and options galore from there.

BIG LICK BIG PIC. MAP COPYRIGHT: MAYBOX AND OPENSTREETMAP CONTRIBUTORS. WEAVER/LING LEE



Northwest Passage / A River Lost

By Lee Williams

And on up the river is Grand Coulee Dam
The mightiest thing ever built by a man
To run the great factories and water the land
So roll on, Columbia, roll on
Woody Guthrie, "Roll on Columbia"

"Our Rivers: Total Use for Greater Wealth"
Motto of the U.S. Bureau of Reclamation

The Kettle River gets a great deal of attention in the Barstow Dispatch, but any trip out there from the west contends with the endless miles driven along Lake Roosevelt and reckon with the work the Columbia River has put in over millennia - and man in less than a century - to shape the landscape of Washington. In the mid-1990s two journalists published books exploring this mightiest of rivers and how it came to be transformed from a wild river into an engineered system of dams and reservoirs: William Dietrich in *Northwest Passage: The Great Columbia River and Blaine Harden in A River Lost: The Life and Death of the Columbia*.

The two books form a complement to each other, with Dietrich's longer work delving deeper into the details of geology and history, retracing how the river shaped its basin and was used by the Native American population and the first white settlers. His background growing up in Tacoma and as a reporter for Vancouver's *Columbian* newspaper and the *Seattle Times* brings a personal but generally scholarly view of the river's influence (he's now a professor of environmental journalism at Western Washington University). Dietrich's book doesn't seek to prescribe how you think about the river - just that you ultimately do think about it. In contrast, Harden has written a more directly personal memoir, shaped by his experience growing up in Moses Lake and returning home after two decades away. For him, the Life and Death of the Columbia is an elegy for a river reduced to a series of managed pools, a river distant from the one of his youth.

Both texts surface the narratives of the many different groups shaping and shaped by the river - Native Americans, farmers, fishermen, transporta-

tion, power, and industry. The tensions between these contemporary groups is evident throughout both - but brought into focus in *A River Lost* as Harden rides along on a tugboat and interviews farmers and environmentalists to understand first-hand how these groups see the same river so differently - and where facts and belief can coexist within the system. (Often, he resorts to footnotes to clarify or refute the statements of his interviewees.) He also weaves in his own family's personal story, including his father's work as a welder at Grand Coulee, Wanapum, and Hanford - reflecting on a livelihood made possible by the grand projects that tamed the river. Dietrich's history, on the other hand, helps set the stage

for how these varying groups evolved over time and gained their influence; for example in a chapter telling the story of river navigation from the first steamship upriver to the eventual seaport in Lewiston. In the foreword, Dietrich points out that each chapter could likely be its own book and one gets the sense that the book could easily have been twice as long.

Fittingly, both books share a focus on the Grand Coulee Dam, Dietrich starts his book with the tale of the grand picnic of the dam's supporters in 1931, further detailing the debates that went into its development (the dam was once considered a "boondoggle"), the transformative power of irrigation, and the effort to promote a future river that provided for the people of Washington through the power of folk music. Harden draws from his and his father's personal experience working on the Grand Coulee and in the irrigated scrublands, but also explores the impact the dam had on the Native Americans, particularly the tragic flooding of Kettle Falls and the lands of the Colville tribe. Both highlight the ways that, for good and ill, the Grand Coulee changed the course of Washington history forever.

Since their original publication, both books have been updated with additional content attending to the many changes since the mid-nineties, in particular the successes of the environmental movement and continued battles over salmon. Both are recommended in either edition though - the story of the Columbia is one that deserves to be heard.

Northwest Passage: The Great Columbia River
William Dietrich
UW Press 1995, revised ed. 2016, 464pp

A River Lost: The Life and Death of the Columbia
Blaine Harden
W. W. Norton 1996, revised ed. 2011, 289pp



Review

Silky Big Boy 360 folding saw

Ever since the Stickpin fire in 2015, Taylor Ridge and the north end of Kettle Crest has been a racket of falling dead trees. Any slight wind over the top of the crest brings down hundreds of standing dead trees. Since the fire, one is unlikely to have ridden more than a mile or two of Taylor or north KCT without encountering dead fall over the trail.

Very often, the dead fall are small spindly trees that are easy to just chuck off the trail. But frequently, they're too big or long and require cutting. Early in the season this year, the dead fall was so prolific that we had to bring in a chainsaw to clear the section from Taylor Ridge trailhead up to Alec Creek Road. After that initial logging is done a folding saw should be sufficient for all but the big deadfall.

For many years, it seems that the Sven Saw was the standard go-to mountain biking pack saw. The Sven packs light and cuts good enough. You don't realize how "good enough" is just an impoverished performance until you use a saw like the Silky. Indeed, a quick scan around the mountain bike internet shows that some version of a Silky saw is now standard. We can say confidently that this is for good reason. These saws are



great in all ways. The saw was recommended to us by the best arborist in the tri-county area (call Analog Systems LLC for your tree needs! (503) 380-7485).

The Big Boy 360 is a folder, so unlike the Sven, which needs to be put together and secured with a wingnut, the Big Boy deploys and stows in a second. The Big Boy has a 360 mm (that's a bit over 14" in "american") blade, so cutting medium size logs around a foot in diameter is on the menu. It weighs 1.25 pounds and packs just perfectly into the coat-storage straps on our butt bag.

As for cutting: there's some real magic going on with the blade. The Big Boy we bought has the "large tooth" configuration. These are 6 teeth per inch. The handle is long enough to use two hands, so you can cut through the big stuff and change your grip around. You really have to get your hands on

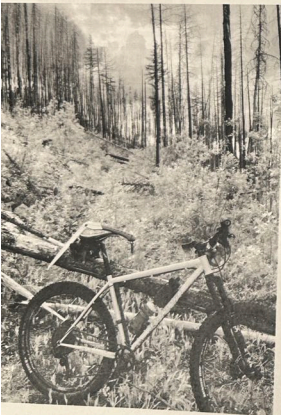
this saw and cut through some logs to get an appreciation for just how efficient and quick this thing cuts. Even though we totally screwed up our credibility with the rubbish jacket review last year, we just need you to trust us that this saw is legit. It's \$80. So not cheap, but really - for a quality tool that is made in Japan, that feels like a great value. Of course you can replace the blades if needed.

And to prove that this is a proper review, we'll throw out a couple things that we wish were better. One is fair. One is stupid. First the



stupid one: it would be super duper great if there were a purpose build little bag/sheath thing for this that a guy could hang on their top tube. For the 2 people left in the world that don't have a frame bag (or a dropper post), such a solution would be super great.

The one tiny gripe is the blade lock release lever. All-in-all, the blade lock is clearly a must-have feature for a folding knife or saw. Gotta have it. And before we gripe, permit us to smuggle in one more kudos about this saw: the locking blade is configured such that you can lock the saw in different positions to match whatever contorted moves you must make as you cut through deadfall. That's dope. The problem is that we often release the blade lock inadvertently when we are going two-handed on a particularly arduous cut. There's no danger here – it's not like the thing can collapse and saw one asunder. Rather it's just irritating to have the blade unlock as you lean into the final stretch of getting through a big cut. That's it. The answer to this could be a different design for the blade lock, but the smarter approach here is to adapt to the tool.



Recall notice

In Dispatch 1.3 we heartily recommended the Outdoor Research Helium rain jacket. To wit: "...this is a bonafide waterproof jacket. Why is it magic? Because it actually breathes and it actually keeps you dry, even in a miserable downpour..."

Sadly, we need to rescind our enthusiastic recommendation of this jacket. Like so many rain jackets before it, the OR Helium starts out magic and then slowly fades away – even as one follows the directions to keep it well-cleaned. The fact is, the magic is false. The jacket is just another lightweight shell in a long line of rainwear made with an updated Griswoldian elixir coating that fades over time. Sure, you can buy expensive potions to recharge the coating, but anyone who has gone down this road sufficiently knows that it's a fool's errand as the fabric degrades and wetting spreads.

Ultimately we believe that if you can put a man on the moon and cheese inside the crust of pizza, then there should be a fabric that does not need treatment. Oh verify we all know this exists.

While we are saddened by this turn of events, we are hopeful in a new cycling rain jacket that is in the testing phase now. If it passes muster, then we will reveal, but we must give it a thorough wet workout for a few months before we pass judgment. We will say that this jacket is regarded as the current best in class and it's ridiculously expensive. Luckily, we have a massive testing budget, so cost is no concern.

Interesting rides on fatbikes

Bikepacking the Quilomene

THE QUINTESSENTIAL FATBIKE QUEST

Words and photos: Pat Sprute



Welcome to the first installment of the 'Interesting Rides On Fatbikes' series on the FOCF channel. It's like Jerry's 'Comedians In Cars Getting Coffee' series, only with far less personality and glamor, and only one person talking, yet somehow still vaguely interesting. Each ride will be rated, by the author, on a couple of highly subjective 1-10 scale metrics: The 'FI' index, loosely interpreted as the necessity of a fatbike to be successful on said ride (FI = Fatbike Imperative), along with the metric of how much fun a fatbike adds to said ride. Which would be FF for Fatbike Fun.

Let's begin, then. First ride ratings: FI 4, FF 8. I will elaborate at the end.

If you've driven from Eastern Washington across the state on I-90 a few times, you're familiar with the welcome change in scenery that occurs as you begin to descend into the Columbia River Gorge, just past the small town of George. Not that the flat scablands and farmland between Spokane and the

Columbia aren't interesting, but by the time you start dropping in, you're ready to look at something else and what you have to look at there is a LOT... big hill down, bit water, big bridge, big hill up, wind turbines. And then there's the scenery of the geography/geology - Whoa! As you look across the river from east to west at the rock faces on the shoreline to the north of Vantage, what is not at all intuitive is that there is a rich bike playground located within that terrain. I think most people would, in fact, assume that it is in no way rideable.

Sandwiched between Vantage and Wenatchee are two public-access wildlife areas - the Quilomene area to the south and the Colockum area to the north. I was introduced to these areas about 10 years ago by a friend I had made through fatbike circles.

We talk about these areas collectively as the 'Q'. The Q is suitable for both day trips and bike camping. My first foray was a four day trip that traversed from just south of Wenatchee downriver to Vantage, with

a group of six riders. It was an incredibly challenging four days during which we covered a mere 50 miles. There is nothing flat in the Q, you're either going up or down, and much of it is very steep.

The Q is not a year-around bike playground; the window is actually a narrow one. I call it April. You might be able to venture out a couple weeks on either side, depending on the weather. But that's about it. Reasons being: Much earlier and you will be dealing with snow and mud at the higher elevations. Much later and it's too hot - it's a true desert environment, complete with cactus and rattlesnakes. There's very little shade to be had, but there are a couple of oases that serve as suitable camp sites. There's also the issue of water availability - there are multiple creeks flowing in the Spring, but they dry up quickly in the heat of late Spring. And you are going to need a lot of water.

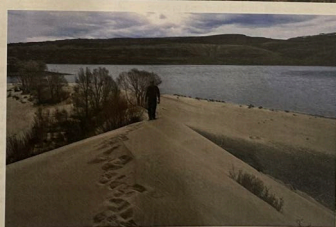
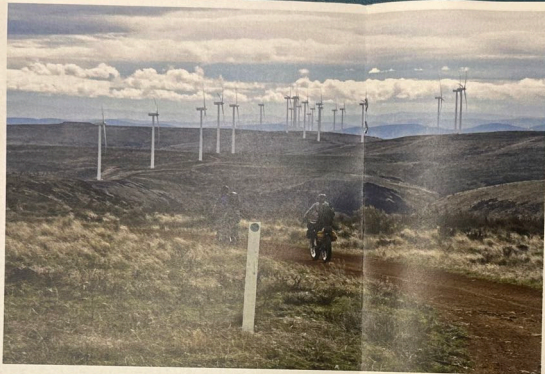
Planning a trip into the Q necessitates weather watching. It can get incredibly windy - after all, there's a good reason they build large wind farms in the area. Heavy rains can be just as debilitating as the wind, due to the fact that the soil has a healthy clay content and the mud that forms is firm, sticky glop that clogs your drivetrain and cakes your tires. You have to be prepared to accept that you may have to call your trip off if the weather doesn't cooperate.

A word on rattlesnakes: I encountered them just one time, but in a big way. I was with a group and we had encountered a couple during our climb. I actually ran over one that I didn't see. It immediately reacted and started rattling at me. Later, we were descending into a campsite at

dusk and we encountered a large population that we could hear rattling on either side of the trail. It was a frightening experience, considering how difficult and time-consuming it would be to access medical help if someone were to be bitten. Fortunately, none of us were, and I have had zero encounters with snakes on any other trip in the area. I was spooked enough by the experience though, that I began packing kevlar snake gaiters with me. I haven't had to use them, thus far.

So with all the challenges and hazards, what's this place have to offer? Well, in short, riding here is an extremely rewarding experience because it is so

wild and so scenic and such a grand adventure. It is not uncommon to be traveling alongside large herds of elk. The scenery is fantastic, especially in the Spring, when greenery and wildflowers are in abundance. There's a rad sandbar on the river that's accessible by bike. This is the one directly across from the Gorge Amphitheater that hosts the wild boat parties. There's a semi-shaded campsite located nearby. All-in-all, the Q offers a really unique bike experience.

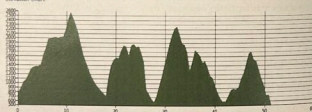




If you go:

- You should have some bikepacking experience under your belt. It's remote and cell service is very limited, so self-sufficiency and proven bike and camping systems/skills are a necessity.
- If you are going alone or even with others who have never ridden this area, you might consider a day trip for your first outing, to get an understanding of the place, before committing to an over-nighter.
- Watch and respect the weather.
- Have a solid water plan.
- Study the plentiful online resources to identify access points and plan your route.
- Enjoy the adventure of this wonderful place!

Elevation Chart



FI 4: You can obviously ride this terrain on a non-fat machine. But you need suspension of some sort - a rigid bike would deliver a miserable experience. Either a full suspension frame or a low-pressure fat tire (or both) will dampen the gnar.

FF 8: For me, the sure-footedness of a fat tire over loose and chunky rock adds a lot of fun on this terrain. The descents that you work so hard for are a blast on a fatbike.

Sullivan Lake Ranger District

In November, I chatted with former CNF ranger, Douglas Bladek, who now works in the Olympic National Forest. Douglas is an avid mountain biker and worked in CNF for about a decade. The word on the mean streets of Ferry County is that Douglas knows every trail in CNF. Indeed, the rumors are true: in our half-hour discussion, he rattled off a never-ending firehose of trails, access roads, and route recommendations. Honestly, I'm a terrible reporter, because I start to write stuff down or take notes, but then start getting ahead of myself with too many questions, and of course I didn't get it all. In fact, I pretty much didn't get any detail. But the part that really stuck was his gushing over the Sullivan Lake Ranger District.

Lots of Spokane mountain bikers head up to this part of CNF - if you've heard of or ridden Hall Mountain, Noisy Creek, Grassy Top, then you know this area. We will most definitely be talking more about this area, but for now, wet your whistle with these little tidbits:

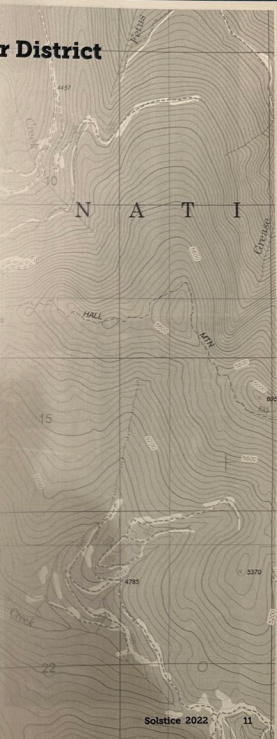
These trails are totally not in Ferry County, so that's a bit awkward. But neither is Colville Mountain, and we've got plans to carry on about that too.

These trails are motorized. My initial reaction to that is admittedly, "blech." But Douglas corrected me: 1) In his opinion, the moto bros are a way better volunteer user group than mountain bikers. A bunch of these trails are super well-maintained. 2) For the most part, the motos come out on the big holidays (Memorial Day, 4th July, Labor Day), but otherwise the trails are damn-near empty, which is really just a feature of CNF in general. 3) You can ride e-bikes on these trails, if you're into that kind of thing. And by gum, we just may be one day.

Loops galore. He walked me through explanations of trail after trail after trail and it seems that nearly every trail has a road climb option that makes for a great loop by taking the trail on the descent.

And the coup de grâce? Our good buddy, Glen of Elephant Bikes fame, just bought a family place on Black Lake that is in the dead epicenter of this region. Holy hell. We just don't have enough time in life to get everything ridden.

But don't worry, we'll make sure to be grabbing some of these trails and getting some



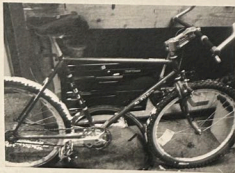


The evolution of the cargo turd

A photo essay by Rory Cameron

Editor's note: This photo essay summarizes the iterations of design—build that Rory went through to create the temporary final iteration in the photo above. I (John) have edited a bunch of the content out so that Augustine could (theoretically) make it all fit within these few pages. Any lack of clarity is John's fault. Finally, as is the case with many projects, Alex Wetmore was a major co-conspirator, consultant, engineer, doer.

A cycle truck is about the same size as a regular bike, much smaller than long tail cargo bikes, and unlike the popular longtail design, does not feel like riding a tandem. With a 20" front wheel, a cycletruck handles one big load up front, rather than 2 loads, side by side, on a longtail's back.

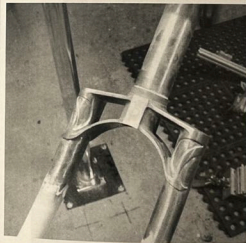
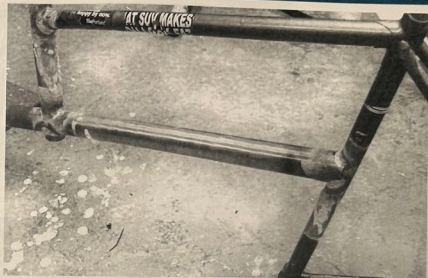


John gave me the Fuji Turd for Valentine's Day in 2010 for my cycle truck project. John's OG 'Fuji Turd' was a \$5 garage sale frameset that was put into service as a fixed gear snow/ice bike and kid hauler for a number of years.

What we needed to harvest from the Fuji Turd was the top tube, seat tube, and the rear triangle.

I wanted to keep as much of the top tube's lug as possible, so I surgically cut away the head tube. We kept the bottom bracket shell at the base of the seat tube.

One thing that became evident was the boom tube was a thicker gauge than what was needed. Since Alex had a lathe, we felt that we could make this into a butted boom tube bike. This has led to the bike's ability to plane while pedaling at optimal cadence, while making the cargo bike lighter weight.



Since I was uncomfortable with building a fork at the time, I asked a friend who had much more experience to braze the lower end of a Jamis' touring fork that I cut into a Pacenti mountain bike crown for the fork.



The bike's first real ride ended up being in September, when we took it out on Seattle's Cargo Bike Ride on Labor Day. Over the next couple years, I painted it and worked out kickstand solutions. Swift built a giant custom front box for it. Golden.

matter and the rest of the trail was flowing super well. I love how many side paths there are through Rat Pac, and I had an amazing mix of riding by myself at times or running into one of the guys at other times.

We rolled back into Roslyn after a couple of flat miles ending the day with 22 miles and 3800 ft of climbing. In town we ate ice cream, ordered pizza for dinner, and sat around enjoying the sun. The evening went by quickly and no one had the energy to stay up very late.

We had discussed going for a short ride on Sunday, but the morning got away from us. After a lazy breakfast we found ourselves packing up and heading home. I look forward to another mid-state trip soon. It's a nice change from the trails closer to Seattle and always special when so many friends join in.

ALEX RIBBING A DESCENT

PHOTO: FRED



JOHN'S SIGNATURE BANANA & PB BURRITOS

Ingredients:

- 1 keto tortilla (or gluten free tort if preparing for Larry)
- some PB
- some honey
- a bit of banana

Method:

Put the PB, honey, and banana in the tortilla and roll it up.



