



MOUNTAIN CYCLIST

LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

MAY—JUNE 2005

The Speed of Round

By Paul Nam

Spin your mental cranks and spindle over the slippery bearings of safety, law, radar, psychology, and trail design. In 1989 radar guns were first used on Mount Tamalpais in Marin County California to dissuade speeding mountain bikers. In 1994 the MROSD began radar enforcement in our area. This punitive method of enforcement has never been well received by cyclists.

"It seemed like we were riding in an exceptionally-safe manner, we weren't too worried about the infamous radar-gunning rangers that frequent the place. We were wrong. About half an hour into our ride we hit a wide-open spot where a twisty (low speed) descent empties out onto a long straightway. Visibility for over a hundred yards, no obstacles, no people in sight, in short, no dangers. Um... that's not quite right! Out of nowhere, like a stalker who's suddenly decided to seize his prey, pops Ranger Rick with his magic radar gun. Don't know if we'd woken him up or what, but he claims he was so startled by our "speed" that he couldn't get a read with his gun and "estimated" Michael H's speed at 22mph. Yeah, maybe, except that our group wasn't very spread out and I know my speed was pretty athletic!"

[chainreaction.com/skeggsranger.htm]

We are a dynamic element of the landscape. Thoughtful outdoor enthusiasts of all sorts attempt to understand their effect upon the Earth's thin veneer of rock, soil and plants and all life-forms that tread, tunnel, swim and fly in universal freedom. There exists however, a vast supply of less than thoughtful outdoor enthusiasts out there. Scofflaws express disdain for what they have decided are inappropriate regulations by transgressing those regulations. Others may be beginners or uninformed visitors who violate regulations out of pure ignorance. The majority of trail users are polite and observe best practices. Ignorance of the law does not absolve



15 mile per hour speed limits on wide open fire roads don't make sense to some cyclists.

one of its penalties. But the law itself is not above reproach. The regulations themselves often do not serve the actual use patterns of the majority of trail users. The quality of our experience in the outdoors is determined by social dynamics, technology, and the landscape itself.

All cyclists are responsible for their behavior, including the choice of obeying speed laws. The conclusion of this article is that controlling speed is the job of each trail rider, and that no law, ordinance, enforcement, trail design, bicycle technology, or education alone will elicit good riding habits; but that all of

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2005 Groovy Gravity Games

By Scott Robinson

The 2005 Groovy Gravity Games took place at Carnegie State Vehicular Recreation Area in Livermore, CA on March 20. This was the 5th GGG put on by Team Wrong Way. My buddy Rich and I decided to do the DH race. He'd done it last year and had a great time. It was my first time on the course. We figured we'd try to give something back, so we signed up to put in a day helping build the course.

We showed up the Saturday before the race to see what course designer Blake Von Knopka had planned. We didn't get it. There was a jump sideways across the track at the beginning, sure to send people off course. He was putting in a tabletop jump on an uphill section after sand. No one was going to have enough speed. And the rock jump... people were supposed to come flying downhill, into a berm, and hit a dirt ramp that propelled you over and through some BIG rocks. We figured Blake was a bit crazy, but we worked hard to do our part. We helped build up

a big, beautiful berm at the bottom of the course and hauled wheelbarrow after wheelbarrow of rock up from the gully to MAKE a rock-garden. Then we had time for a test run before we headed home.

Okay, Blake, I'm sorry I doubted you. The course rocked. The first jump across was a great speed control/skills check. The tabletop was easy to clear, but only if you pedaled instead of catching your breath. The rock jump was the best feature on the course. We hit it over and over to "practice." A little scary and a lot of fun, it was the perfect combo.

We headed home feeling good about the work we'd done and looking forward to a fun race... Using OwntheTrail.com, I posted a course description so that everyone could share in the anticipation.

During the week, the rains came. We kept checking the forecasts, but it was not looking good. How would the course ride wet? We just didn't know, but there was a lot of Internet speculation. Saturday, we showed up

for practice, but the course was too wet for the planned shuttles, so we had to hike to the top. It was a death march. The mud was so thick that the wheels wouldn't turn. My Vans skate shoes had no traction and the bike was carrying an extra 20 pounds of mud. After a pathetic cruise down the course, we went home. We weren't sure if it was even going to be worth showing up Sunday for the race. We went to bed troubled by the patter of rain on the roof.

Sunday morning we figured we'd try one more practice. As we headed out it was raining hard in Newark. We thought they would have to scrap the race and that the parking lot would be empty. But, when we got to Livermore, there was a good size crowd, record-breaking I found out later. The course looked okay, and the sun was peeking out of the clouds, although the day was still not dry enough for shuttles.

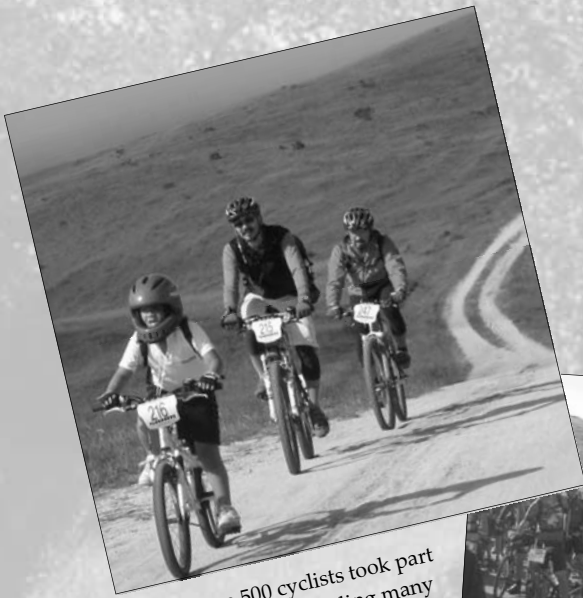
Tech Tip of the day: Spraying PAM cooking spray on the tires helps keep mud from sticking.



With our freshly non-stick bikes we headed up. Wiser from yesterday's hike, we stayed in the grass and made it to the top with clean/mud-free tires. The course was PERFECT. I hit all the jumps, carved the turns, and nailed the rock jump. I felt if I put together a race run like my practice, I could be happy. Rich confirmed that the course was great and that his practice run left him wanting more.

The race began with Pro's and Experts taking full advantage of the great conditions. Several sub 2 minute times were announced. Then the rain started. As we climbed to the top, we watched the beautiful course turn into evil

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More than 500 cyclists took part in the fun ride, including many families and young people



Fun Ride docents made sure families had a good time and stayed safe



2005 Sea Otter Reprise



It wasn't a race, but Tinker Juarez finished the Epic first, and Marla Streb fourth, separating the women from the boys



IMBA's Executive Director, Mike Van Abel Speaks candidly about challenges in California at the first annual IMBA / Sea Otter Summit.

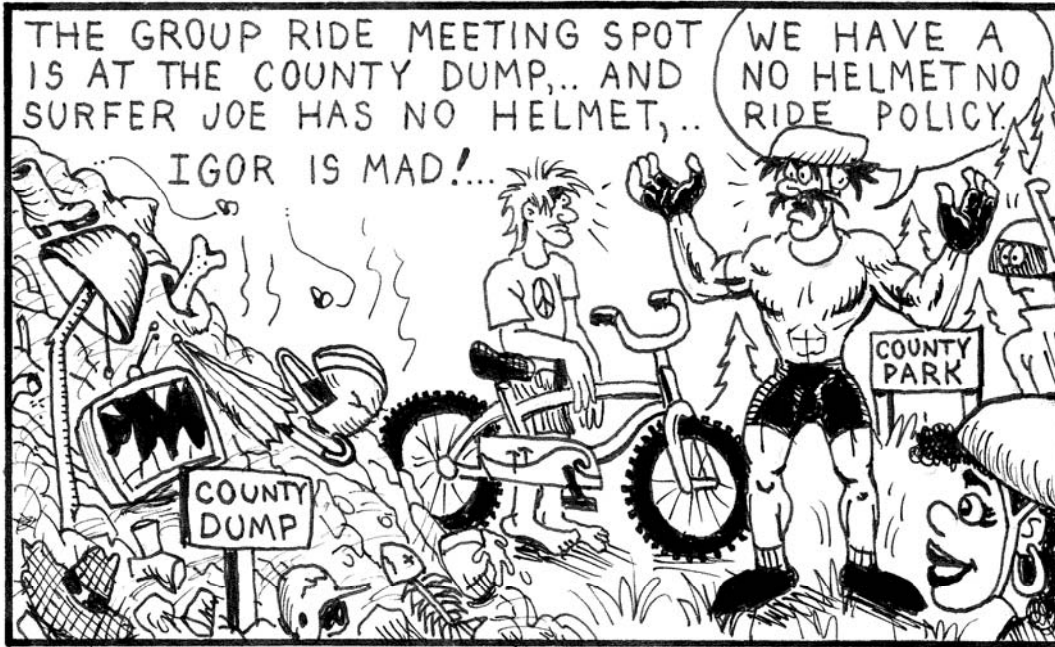


Trained Mechanics supported riders on the Epic and Fun Rides, sponsored by ROMP

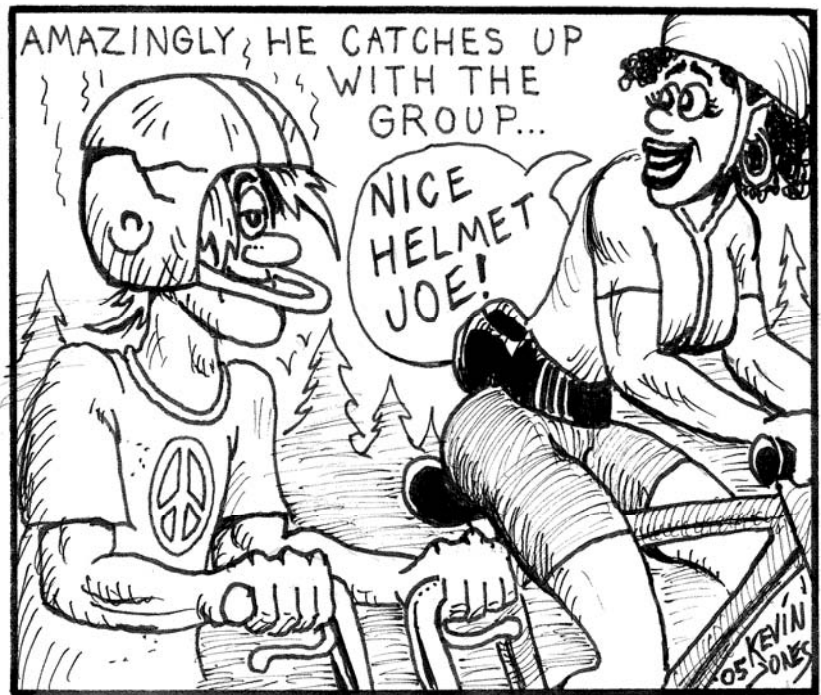


The ROMP booth was a focal point for members, raised awareness of trail access in our area, and increased our membership

Adventures of Cap'n Kotterkrank



SURFER JOE DESPERATELY SEARCHES THE DUMP...



(Continued from page 1)

these factors in concert and proper measure can produce responsible riding.

The basic speed law (CVC 22350) could be rewritten for mountain biking as follows: "No person shall ride a bicycle upon a trail at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the trail and in no event at a speed which endangers the safety of persons or property." Similar law exists for OHV use. There is a basic speed law: "Don't

operate an off-highway vehicle faster than it is safe for conditions. (38305 CVC)"; and a "Prima Facie Speed Limit: The prima facie speed limit within 50 feet of any campground, campsite, or concentration of people or animals shall be under 15 m.p.h. unless changed as authorized by the code. (38310 CVC)" [Source www.ca.blm.gov]

The laws for OHV use would fit real world trail conditions better than the blanket 15 mph we live with in our area. However such a proposition is not ready for prime time. We ride upon trails where enforcement is sporadic and compliance with regulations rests upon the volition of the

riders themselves. IMBA and ROMP campaign for trail designs that are conducive to lower speed riding. These are not adequate solutions.

Currently few trails in our area have been intentionally or properly designed to encourage or limit bicycles to speeds under 15 mph. The typical locations selected for radar surveillance have been on open fireroads with grades ranging from 8 to 14 percent; places where gravity accelerates cyclists and from an experienced cyclist's point of view are safe to ride at speeds well in excess of the limit. Surveillance is also conducted on single-track.

The 15 mph limit applies no matter what type of trail you are riding on. To most mountain bikers this is as inappropriate as a 25 mph speed limit would be for cars on a boulevard. From a mountain biker's perspective radar enforcement amounts to entrapment. Fireroads are not the equivalent of freeways or four-lane county roads, however. Trails serve pedestrians, equestrians, cyclists and wildlife, not transportation. The speed limits should be based on actual use patterns.

Speed limits on trails should be designed to serve the public safety and benefit of all trail users. For motor vehicle roadways surveys are conducted to determine the speed that the actual traffic flows (called "pace"). Traffic engineers use a rule called the "85th percentile speed". This rule is used to set the speed limit for a given roadway zone based on the spread of speeds from low to high vehicles actually achieve, 0% being the lowest recorded speed and 100% being the fastest. The average speed is not used as the limit because this would make exactly 50% of all drivers law breakers. [dma.org/~ganotedp/85th.htm]

The techniques that traffic engineers use on roadways to determine speed limits should be adapted to establishing trail speed limits with qualitative adjustments. But here is a big difference between roads and trails. Speed limits for roads are set to enhance the flow of traffic and optimize speed and serve safety. Clearly the function of speed limits on trails cannot be to optimize speed, and I'm not arguing for that. Certainly the speed limits

should be set to serve the benefit of the public, including mountain bikers themselves.

A prima facie limit is a speed limit that applies to un-posted areas. Currently the prima facie trail speed limit is 15 mph. This limit is not based on real science or recent survey. A drivers speeding ticket can be successfully challenged in court if the speed zone survey is older than 5 years. It may be worth ROMP and IMBA's time and money to defend a cyclist in court to establish a precedent to provoke the establishment of proper speed limits.

The MROSD's data gathered from radar is not objective. I do not know of any objective surveys of real mountain bike speeds on local trails. Such studies need to be objectively made in order to determine actual speeds and set fair limits. I am entirely unsatisfied with the status-quo. The MROSD's March 9th, 2005 annual report on radar says, "During the last ten years rangers have used radar to continue to increase

visitor awareness and to enforce the District's trail use speed limit." [openspace.org/CGI-BIN/agendas_minutes/05-19_%202004AnnualRadarRpt.pdf] In that document you will find the statistics from the MROSD's radar program, including a table, pie chart, and findings.

My experience on the trail is that cyclists perceive radar enforcement as an assault upon the quality of their experience and polarizes them from District staff. As a direct result riders routinely warn descending riders whenever a ranger is present below. Also, speed traps are often set up in traditional "hot-spots" with which frequent trail users are familiar with. Because of these factors the radar data is not an accurate representation of the facts.

Obviously speed limits are dependent upon the terrain, equipment, and skill conditions and levels. Variables such as gradient, line of sight, width of track, traction, and camber all combine to create a physical limit on speed. In this light, a blanket 15 mph rule is ludicrous. Furthermore trail riders

are not required, nor should they be required, to mount functional speedometers on their bikes. In fact, checking one's



Paul Nam, ROMP President, rides slowly and carefully over a technical trail feature at Henry Coe State Park.

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Weekly Rides

Tuesdays

5:30PM ATB TIRED ROMP Ride (Advanced Trail Bicycle Touring Inspires Riding Epics Desperately) D/INT/25/3,000 Meet at Stevens Creek Market Parking Lot (corner of McClellan and Stevens Canyon Rd, Cupertino, CA 95014), 5:30 pm. Bring tail lights and LED head lamps for safety on the way back. This ride will go up the Canyon or Montebello or sometimes just Fremont Older and as daylight allows, as far as Long Ridge/Skyline/Russian Ridge OSPs via Table Mtn/Charcoal, Grizzly etc. This is a sustained, fast, sweaty, intense training ride. Exact route will be described at meet. Occasional regroupings usually at summits and bottoms of downhills. Come prepared to heat and serve. Bring your own fork. Post ride option to dine at ROMP supporter burrito place, Rio Adobe, corner of McClellan and De Anza post ride. They stay open until 10 pm! Yeah. And they have good microbrew. Paul Nam, president@romp.org, 408 446-3745

Wednesdays

06:00 PM Fremont Older After Work Rides (2:00) C/INT/10/2000' Join us for our weekly Fremont Older rides. We leave the main Stevens Creek County Park parking lot at 6PM. The parking lot is about 2 miles south of I280 on Stevens Canyon Rd (Foothill Blvd. exit off I280.) County Park charges for parking, also bring \$ for optional post-ride food. Glenn & Linda, 408-257-8284.

Tursdays

05:00 PM Skeggs Weekly Ride (2:00) C-D/DIFF/15/3000 In the tradition of the weekly Oracle ride that used to meet in the 90's I am bringing back the weekly ride at Skeggs (El Corte de Madera Parking Lot). The pace will be quick, but we will wait at all junctions. We will be riding up and down the toughest parts of the park. eMail if you have any questions. The ride is not a race! Fun up and down is the goal. Location: El Corte de Madera Open Space (Skeggs Parking Lot) Sky Line Blvd (Hwy) 35 5(ish) miles north of Hwy 84 Woodside CA Contact Information: Brian Simon 650-747-9583 brian@marintrails.com

Monthly Rides

Sundays

10:00 AM First Sunday Social Ride at Saratoga Gap (3:00) B/EASY/11/1500 Meet at 10am at Grizzly Flat on Skyline Blvd (inbetween Junction 9 and Page Mill Road). This is a social ride so there are plenty of breaks, and we wait for everyone. Bring a helmet, water and some power bars. After the ride we will go for lunch in Saratoga. Contact Information: Dave Tripier (408) 255-3464 tripier@aol.com

Calendar

10:00 AM 2nd Sunday Ride at Soquel Demo

Forest (4:00) C/INT/12-18/2500-3000 Meet at 10am at the entrance to SDF on Highland Way. From hwy 17, take the Summit Rd exit and head SE. Go 5 1/2 miles to the first stop sign, turn right and then bear left onto Highland Way. Go another 4 miles to the entrance. More info on SDF at www.mtb.live.com/rides/SoquelDemo.html. Rides will vary covering singletrack such as Ridge, Braille, Tractor, or Sawpit; Double loop option if you didn't have enough fun the first time down. Contact Information: Rich Andrews 408-738-1384 randrews@arc.nasa.gov mtb.live.com/rides/SoquelDemo.html

10:00 AM 3rd Sunday Ride at SDF (Demo Forest)

(3:00) C-D/DIFF/15/3000 -- C-D/16-18/3000-4000 The third Sunday ride is now changing to SDF! Meet at 10am at the entrance to SDF on Highland Way. From hwy 17, take the Summit Rd exit and head SE. Go 5 1/2 miles to the first stop sign, turn right and then bear left onto Highland Way. Go another 4 miles to the entrance. We are going to be lot's of fun with 2 loops of super action :) Contact Information: Dave Tripier (408) 255-3464 tripier@aol.com

10:00 AM Fourth Sunday Ride to Skyline

(4:00) C/30/4000 New Starting place. Meet at the corner of Stevens Canyon Rd and Redwood Gulch at 10:00am for a nice long ride. The route will vary from month to month depending on interest. The general plan is to head up Table Mountain or Monte Bello and explore the many parks and trails off Skyline. Contact Information: Josh Moore (408) 420 7342 josh_moore@comcast.net

10:00 AM Last Sunday - Wilder Ranch Ride

(4:30) Enjoy 14 miles of single track along with breath-taking views of Monterey Bay. 1800' of elevation gain, Intermediate/Advanced ride... Regroup at each trailhead. Good food after. Meet in the parking lot near the restrooms. For more info, please email or call... M & J Location: Wilder Ranch State Park Santa Cruz CA Contact Information: Michael & Jain Light 831-662-9744 malight@pacbell.net

3rd Tuesdays

05:00 PM Alpine Road (3:00) This year round ride has a couple options on where to meet up. 1st chance is the California Ave. Caltrain station in Palo Alto @ 5:05 pm, meeting the Northbound#79 and the Southbound#66 trains @ 5:05 pm. . The 2nd chance to meet up occurs here @ 6:15, corner of Alpine rd. -Willowbrook in Portola Valley, please park on Willowbrook. The ride then meanders up Alpine rd, following El Corte De Madera creek , all the way to Page Mill rd x Skyline. This 3 hour ride requires the use of lights

in the fall- winter months, loaner sets are available, and rear flashing lights are highly recommended. Please contact Jim beforehand for any equipment questions. This complete ride is for intermediate level riders, however, many of our participants show up and ride a portion of the distance just to stretch the legs after work. The main concept of this ride is FUN, any hammeheads are summarily ditched and left to prove something somewhere else. CA Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

Saturdays

Second Saturday Social (2:00) B/EASY/7/900 This friendly, introductory ride covers most major trails in the preserve, including some moderate hills, jumps, tight switchbacks and single track. More skilled riders are encouraged to join us, socialize and provide support. Directions and MapTake Oregon Expressway / Page Mill Rd south past hwy 280. Turn right on Arastradero, and right into the parking lot. Bring your helmet, a snack and water. Rain cancels. Location: Arastradero Open Space Preserve Parking lot near gate A Arastradero Rd. Palo Alto CA Contact Information: Josh Moore (408) 420 7342 josh_moore@comcast.net

10:00 AM 3rd Sat NMBP ride (4:00) This is a ride for the NMBP and all those who wish to ride with us and just have fun. I will change the ride location from time to time. But Half the rides will be in Soquel Demo Forest. Be ready to ride at 10:00am. Riding trails and duration will be determined by who the riders are and what there abilities are. This is a social ride for intermediate riders and above. But, know one gets left behind (but me). Location: ride changes monthly Contact Information: Dave Wieland 408 371-2729 traildog@sbcglobal.net

01:00 PM 4th Saturday Beginner's Clinic (3:00) We'll cover the basics of mountain biking while riding a combination of fireroads and singletrack. Be sure to bring a helmet, water, and something to eat. Please RSVP to Jim at 650-493-8774 or ssulljm@juno.com. RSVP is a must, as the meeting spot at the Preserve can vary with class focus. Location: Arastradero Preserve Arastradero Road Palo Alto CA Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

Newsletter Mailing Party

This fun is repeated bi-monthly. If you would like to help next time (and eat some pizza and talk bikes at the same time), contact Glenn Wegner 408-257-8284 newsmailing@romp.org

Special Rides

Tuesday May 10, 6pm

Sunday May 22, 10am

Wednesday June 1, 6pm

Saturday June 11, 10am

Wednesday June 22, 6pm

Sierra Azul Master Plan Rides.

C/INT/20+/3000+ MROSD is creating a new Master Plan for Sierra Azul, which encompasses about one-third of all MROSD land. This plan will dictate policy for the next 20 years. Would you like to ride from Los Gatos to Soquel Demonstration Forest? How about from South San Jose to Los Gatos on dirt? Come out for these rides to get a better understanding of this tremendous opportunity for Mountain biking. These rides start at Summit Bikes in Los Gatos.

Saturday May 14, 2005

11:00 AM Coyote Lake-Harvey Bear Ranch County Park Dedication (4:00) The Santa Clara County Parks & Recreation Department is dedicating the new Coyote Lake-Harvey Bear Ranch County Park on Saturday, May 14, 2005 from 11:00 a.m. to 1:00 p.m. The dedication begins at 11:00 a.m. Lunch will be served at 12 noon, followed guided hikes, bicycle rides, and horseback tours at 1:00 p.m. We also would like to have local environmental organizations, that have been affiliated with the park, set-up information exhibits and tables at the dedication site from 11:00 a.m.-1:00 p.m. Location: The Bear 10840 Coyote Lake Rd Gilroy CA 95020
Contact Information: Paul Nam 408-446-3745
president@romp.org

Sunday June 12, 2005

09:00 AM School's Out Bike Ride (4:00)
A/Easy/6/600 School's out and it's time for kids of all ages to enjoy mountain biking the open spaces. Mountain biking helps introduce youth to environmental values while having fun. This entry-level ride tours a mix of narrow and road-width trails in Long Ridge Open Space, covering about 6 miles. MROSD docent leader Patty Ciesla will offer tips on safe riding techniques, trail etiquette, and the natural beauty of the mountains. Step away from X-box and go outside and play! Parent or guardian of minors must be present at beginning of ride. Appropriate for all riders age 10 to 99. Bicycles must have low gears and be in proper working order. Bring a bag lunch. Helmet required. Call for info and help preparing your kid (or inner kid) for riding a bike on dirt trails. Reservations required, please call (650) 691-2150 (enter 2). Location: Long Ridge Open Space, Grizzly Flat Parking Area Saratoga CA Contact Information: Patty Ciesla (650) 691-2150

General Ride Info

Ratings code

Pace / Technical difficulty / Mileage / Approximate elevation gain

Pace

A – Slow; social or introductory ride. Riders need not be experienced or fit.

B – Moderate; recreational ride.

C – Quick; fun and fitness ride with multiple hours of strong riding.

D – Sustained, fast; sweaty, intense ride.

E – Hammerfest; riders should have their heads and knees examined!

Pace generally reflects climbing speed; downhill speed in most local areas is limited to 15 mph. A, B, and C rides are “no drop” rides with regroupings as needed and rest breaks appropriate for weather, terrain and pace. D and E rides may drop riders who cannot maintain the pace; the drop policy may be stated in the ride listing, or ask the ride leader.

Technical Difficulty

EASY – Smooth singletrack or fire road; obstacles such as rocks and roots might exist but are not numerous.

INtermediate – Steep, rutted fire road; singletrack with extended sections that can include medium or large rocks and roots; stream crossings; exposure; long singletrack descents.

DIFFicult – Singletrack with very steep and/or rocky sections; narrow trails; exposed sideslopes; downhill-side-sloped sections.

EXTreme – Singletrack with extended steep climbs or descents over rough terrain; many tight switchbacks and turns. Portions may require portage.

Notes

For your first ROMP ride, try one of our monthly A, B, or C rides to get an idea of pace and technical difficulty.

HELMETS ARE REQUIRED FOR ALL ROMP RIDES. Please be prepared for the ride (make sure your bike is in working order, bring appropriate tools, food, water, clothing, etc.). All riders will need to sign a waiver before every ride; minors will need a parent or guardian to sign their release.

In general, rain at the area of the ride within 48 hours of the ride cancels. But, because different trails can withstand the weather differently, we allow the ride leader to make the final decision. If you are unsure about whether a particular ride will go on, contact the ride leader.

Trail Work

First Sunday Every Month

09:00 AM Wilder Ranch Trailwork (4:00)
Sign up at trailworkers.com

Saturday, May 7, 2005

09:30 AM Trail work @ El Corte de Madera (6:00)
Join ROMP for the Completion of Crossover Trail in El Corte de Madera Open Space Preserve. Midpeninsula Regional Open Space District staff is working hard to get the trails open for the season and can use our help! We've made good progress, please help us continue. For more details or to RSVP contact volunteer@openspace.org. Reservations are required because space is limited. Location: El Corte de Madera Open Space Preserve
Contact Information: Paul McKowan 650-691-1200
volunteer@openspace.org

Saturday, May 14, 2005

09:00 AM Water Dog Lake trail building (5:00)
Come out & help build the new trail @ Water Dog Lake and add to the singletrack on the peninsula.
Location: Water Dog Lake End of Carlmont Dr Belmont CA
Contact Information: Berry Stevens 650-364-6785
bt3mtbiker@earthlink.net

Saturday, June 11 2005 &

Sunday, June 12 2005

09:00 AM Coe TAC Trailwork (5:00)
Trailwork in Henry Coe State Park sponsored by the Trail Advisory Council. RSVP to Paul Nam is required. Location and times are subject to change. Generally meet at 9am in Hunting Hollow parking area. Volunteers will not be charged for parking. Duration can vary. Tools provided. Best to bring work gloves, long pants, and long sleeve shirt. Remember water. There may be poison oak- be forewarned.
Location: Henry Coe State Park Hunting Hollow parking area Morgan Hill CA
Contact Information: Paul Nam
vocrinam@yahoo.com

Master Plans

Tuesday, June 7 2005

6:30 PM Huddart / Wunderlich Final Meeting.
This will be your last chance to influence whether ANY trails in San Mateo are open to cyclists. Come out and push for dirt from Woodside to ECDM. Location: Independence Hall, 2955 Woodside Rd. Woodside, CA Contact: Sam Herzberg, Senior Park Planner. (650) 363 1823

Sierra Avul & Bear Creek. Check openspace.org for details of the second meeting, Summer 2005

speed on a small LCD display while riding can be a dangerous practice.

A better use of staff resources and radar would be to objectively gather a database of actual speeds and to interpret that data to see exactly how fast riders are really going. Such data could be collected automatically. In places where speeds are typically excessive successive prescriptions in trail modification that force riders to slow down should be administered, and their effect on speed tested, until it works. This is a lot more challenging than waiting for cyclists to bumble into a speed trap. Controlling speed by trail design can help.

Of course, almost any experienced cyclist can tell you where the fast areas are, why they encourage speed, and what would slow them down. Amazingly agencies, much like upper management in many corporations, fail to ask such questions from those ready with the answers.

I imagine that there are actually cyclists who have engineered radar detectors for their bicycles. If realistic prima facie speed limits were ever adopted, it would be possible to employ an audible or visible speed alarm set at that limit built into a speedometer.

I would like to see radar toting rangers and park administrators to get on a mountain bike to experience first hand what it is like to roll into one of the District's speed traps. The psychological effect alienates the rider from the mission of the MROSD and makes them feel unwelcome in a place that their taxes have paid for and belong. This creates an psychological conflict which may be expressed to the detriment of the agencies stated goals.

When an agency employs radar enforcement on trails it sends a message to the other user groups, equestrians and hikers, that mountain bikes are merely tolerated and not welcome to share the trails. Hikers and equestrians are practically incapable of exceeding 15 mph. Clearly mountain bikers are targeted and insulted. Agency vehicles have been seen exceeding the limit causing serious damage to trails and habitat even while driving out to radar surveillance sites.

Cyclists, it must be admitted, are not above

reproach. For many of us the goal seems to be to see how fast we can go without crashing and beat others in our riding group or on the trail to the top or bottom of any trail. When cyclists compete, the ethics of sharing the trail are too often ignored. Dangerous and rude situations do occur. Racing on public trails is almost never appropriate. ROMP and our agencies have failed to develop an effective educational outreach. Cyclists themselves need to question their own



motives, goals, values and expectations for rides on public lands. Also, the faster a bike goes, the more potentially destructive braking can be on the trail



tread. We advocate a riding style and ethic of "Ride them, don't slide them!"

The rapid improvements in suspension technology, brakes, and riding skill combine to flatten out what were once considered impossible sections. Furthermore nearly any visit to a trail system will give many indications of riders flowing off trail, on wall rides, drop ins, and side ramps; evidence of spectacular bicycle technology and handling, but are unwelcome

blemishes on our natural resources. The need for more technically challenging trails is thus expressed. The reflex of agencies pressured by special interests may simply be to close trails to bicycles, especially in areas where trail braiding is reaching untenable levels.

ROMP advocates for the provision of technical trail features throughout public trail systems to serve the needs of cyclists,



Romp Directory

PO Box 1723, Campbell, CA 95009-1723				408-380-2271 x2171	www.romp.org
President	Paul Nam	408-446-3745	president@romp.org		
Vice President			vicepresident@romp.org		
Secretary			secretary@romp.org		
Treasurer	Glenn Wegner	408-257-8284	treasurer@romp.org		
Beginner's Clinic Leader	Jim Sullivan	650-493-8774	beginnersclinic@romp.org		
Membership Director	Linda Wegner	408-257-8284	membership@romp.org		
Membership Database	David Volansky	415-334-7569	memberdata@romp.org		
Social Director			socialdirector@romp.org		
Newsletter Layout	Josh Moore	408-420-7342	webmaster@romp.org		
Newsletter Editor	Anne Henmi		newsletter@romp.org		
Newsletter Distribution	Glen Wegner	408-257-8284	newsmailing@romp.org		
Trail Education			traileducation@romp.org		
Trail Work Coordinator	Charles Jalgunas		trailwork@romp.org		
Ride Coordinator	Julie Barott	650-814-8271	ride@romp.org		
Sponsor Coordinator	John Morgan	408-224-6879	sponsor@romp.org		
National Mtn Bike Patrol	Dave Wieland	408-371-2729	nmbp@romp.org		
Web Master	Josh Moore	408-420-7342	webmaster@romp.org		

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significantly lower speed, and reduce erosion.

There are two main reasons, in my mind, why ROMP and IMBA do not go to battle over radar. One is that there is danger in confronting an agency with protests, no matter how technically substantiated the arguments may be, because it opens up a wider scope of grievances against mountain bike use on trails, and causes attention to the issue (quality of access) and peripheral objections to mountain biking. The second is that radar on trails is an ineffective way of enforcing and promoting the prima facie 15 mph speed limit. The limited locations and sporadic frequency of speed traps throughout public lands affect a small proportion of riders. Overall the use of radar is impotent in the face of the overall trail mileage and numbers of cyclists. For the most part cyclists determine their speeds according to their own judgment and skill without molestation.

Given these two contentions a good argument can be made that the current state of affairs is as optimal as one may reasonably expect. Pragmatism would dictate that no action be taken in order to preserve the functional status quo in which a flawed policy is acceptable because it is largely unenforceable. Unfortunately this compromise does not serve the public benefit. Can the entertainment of a debate on radar upset the delicate balance in access we have for the worse?

As I see it, our public land management agencies are woefully under prepared for the onslaught of nature and visitor. In Henry Coe State Park, for an example, the problems are very dramatic and serious to eyes like yours and mine. The agency staff is inadequate and under funded. The land is crumbling underneath badly designed ranch roads all

over the place. Without a serious application of preventative engineering, large land slides seem inevitable and more frequent in the future. Such real problems are a much higher priority than trail speed ordinances.

The public at large are de facto stewards for their local lands. We must think and act on our better judgment and advise and assist public agencies. In the case of trail design there is a huge opportunity to change trails to enhance slower cycling speeds and at the same time enhance the habitat and eliminate excessive erosion. Just as in the case of traffic engineering, trail furniture can be arranged to oblige cyclists to slow down and even occasionally dismount.

Certainly mountain bike full suspension technology is ever evolving to overcome difficult terrain. Trail builders and agencies should aggressively defend trails against erosion and frequently use drainage features as trail traffic calming devices. Trail advocates must continue to develop new techniques. ROMP trail workers and the Stewards of Soquel Demonstration Forest are working on this. We need massive volunteer assistance and cooperation with agencies to institute them. The sad alternative for cyclists is that future access could be severely restricted. This is a warning to technically advanced cyclists and the industry that serves them: Preserve your habitat or die.

In conclusion, all area cyclists should support ROMP's efforts by membership and participation in volunteerism whenever possible. I am as concerned about the effects of radical cycling upon the landscape and other trail users as I am about access for bikes on trails. Education and implementation of improved ethics and trail design are now needed in greater measure more than ever.



Trailwork volunteers build a log rollover that will challenge and slow mountain bikers at Soquel Demonstration Forest. Note the bypass in the background for rescue vehicles and less experienced riders.



ROMP members Lars, Camille and Paul provide input to the Master Plan of Sierra Azul Open Space Preserve. Participate in the Plan!



(Continued from page 2)

slime. Rider after rider was sliding and flopping down the course. By the time we started they had taken pity on the racers and shortened the course, eliminating one of the steeper sections.

The race is a bit of a blur. I know I fell more times than I'd like to remember. Lines that I had carefully planned on a dry course were meaningless. I kept falling and I kept getting up and pretending I was in a race. When 2 knobby tires can't find traction, smooth-soled skate shoes aren't going to keep you upright. I think my fall count was around 6. My time was around 7 minutes.

My buddy Rich fell once! Just one fall in all that slime-- he must have a gyroscope hidden somewhere on his

bike. We met up at the bottom of the course and hung out in the stream to get some of the mud off. By the time we put the bikes away they had the results posted.

I was shocked to get 4th in my class. Rich took first place in his category, and would have taken 1st in the next fastest category. Good job, Rich! We hung around to get our medals in the rain, but decided to call it a day when it started to HAIL!

The GGG was filled with ups and downs, but Rich and I had a blast. We helped Blake build a great course and watched it turn into a mud bog. If Team Wrong Way puts on another race, they can count on seeing us there next year. Thanks for a great local event Team Wrong Way.

Jersey Sale!

Jerseys: \$55 + \$2 shipping

The new, green, light blue, and yellow Jerseys have arrived! These Volar Jerseys run a little small so we suggest ordering one size larger than normal.

To order, fill out the following

(or pick them up at a club meeting or by arrangement at a club ride)

Size	Color (olive or forest)	Qty.	Subtotal

Order total : _____

Shipping \$2 ea.: _____

Total: _____

Name _____
 Address _____

Email _____
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Send form with check payable to:

ROMP – Attention: Apparel
PO Box 1723
Campbell CA 95009-1723



ROMP Monthly Meetings

Monthly meetings are where the vast majority of ROMP business is conducted. They occur at 7 PM on the fourth Monday of each month (except December) at the Round Table Pizza, Sunnyvale Town and Country (408) 736-2242

ROMP Membership Application, Renewal, Change of Address, and Donation Form

ROMP is a group of local, energetic mountain bikers who have discovered the need for an active representation for the mountain biking public, and for an organized, responsible attitude in the practices of off-road bicyclists. ROMP needs YOUR support.

Name	Address		
Family Members	City	State	Zip
	Phone	email	
	Membership Type		
Send Newsletter	Individual (\$20.00)	Family (\$25.00)	Student (\$10.00)
Via US postal service Just send me an email	New	Renewal	Change of Address Donation \$

READ AND SIGN WAIVER BELOW (Required each year to process membership)

LEAGUE OF AMERICAN WHEELMEN d/b/a LEAGUE OF AMERICAN BICYCLISTS ("LAB") RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AND PARENTAL CONSENT AGREEMENT ("AGREEMENT") IN CONSIDERATION of being permitted to participate in any way in Responsible Organized Mountain Pedalers ("Club") sponsored Bicycling Activities ("Activity"), I, for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that:(a)BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS, AND DEATH ("RISKS"); (b)these Risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c)there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at this time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS, AND DAMAGES I incur as a result of my participation or that of the minor in the Activity.

3. HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the Club, the LAB, their respective administrators, directors, agents, officers, members, volunteers, and employees, other participants, any sponsors, advertisers, and if applicable, owners and lessors of premises on which the Activity takes place, (each considered one of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS; AND I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the RELEASEES, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE Releasees from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

X _____ X _____

(Release Signature of Applicant) (Release Signature(s) Of Additional Family Members 18 and Over)

FOR MINORS ONLY COMPLETE THE FOLLOWING:

AND I, THE MINOR'S PARENT AND/OR LEGAL GUARDIAN, UNDERSTAND THE NATURE OF BICYCLING ACTIVITIES AND THE MINOR'S EXPERIENCE AND CAPABILITIES AND BELIEVE THE MINOR TO BE QUALIFIED, IN GOOD HEALTH, AND IN PROPER PHYSICAL CONDITION TO PARTICIPATE IN SUCH ACTIVITY. I HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS EACH OF THE RELEASEES FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON THE MINOR'S ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS AND FURTHER AGREE THAT IF, DESPITE THIS RELEASE, I, THE MINOR, OR ANYONE ON THE MINOR'S BEHALF MAKES A CLAIM AGAINST ANY OF THE RELEASEES NAMED ABOVE, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES FROM ANY LITIGATION EXPENSES, ATTORNEY FEES, LOSS LIABILITY, DAMAGE, OR COST ANY MAY INCUR AS THE RESULT OF ANY SUCH CLAIM.

(Print Name Of Parent/Guardian) (Print Address and Phone Number If Different from Above)

X _____

(Release Signature of Parent/Guardian) (Please print names and ages of minors)

Questions? For new member information, call Linda Wegner (408) 257-8284

Send this form with check payable to

ROMP – Attention: Membership, PO Box 1723, Campbell CA 95009-1723



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