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MOUNTAIN CYCLIST

LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

SEPTEMBER-OCTOBER 2007

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Stevens Creek Trail Update

By Henry Pastorelli

The completed six-mile segment of the Mountain View SCT is a paved off road path that extends from the Bay to Yuba Drive (off El Camino by Allison BMW). The final Mountain View section is a planned 1.7 mile segment to stretch from Yuba Drive to Mountain View High School at the Los Altos border. The first portion from the end of Yuba Drive and a tunnel under El Camino Real to the south side of El Camino Real is now under construction. Construction of the tunnel under El Camino Real began in March 2007 and should take about 9 months to complete. This new segment may be open in spring 2008. This just extends the trail across El Camino Real and no farther. Extension of the trail to Sleeper Avenue is planned to begin immediately after completion of the El Camino crossing and design work is already underway and funding is secured. The final extension to



Mountain View High is years away as no construction funding has been arranged at this point.

In anticipation of the completion of the final Mountain View segment to the high school, Los Altos is picking up the trail planning project and has retained Alta Planning and Design consultants to perform a feasibility study to determine

an on street alignment through Los Altos. Because the residents own to the center of the creek there is no possibility of routing it along the creek, however the feasibility study may identify areas on some streets where a separated path could be installed. I believe the trail will run up to Ranch San Antonio to meet the Cupertino planned segment or down Homestead to the Mary Ave Bridge.

Cupertino is also due to begin work on a trail section between McClellan Rd. and Stevens Creek Blvd. This will take place in two parts, first with a creek restoration

returning it to its original wiggly path such that riprap and other concrete impediments can be removed. After that is done the trail can be built the following year and expected opening of this is late summer 2009.

My ultimate hope is to have an off road

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Attempting the Highest Mounta

By Ted Stroll

Two or three years ago I was browsing through the DeLorme *North-ern California Atlas & Gazetteer*. I occasionally flip through the pages of the DeLorme series in idle quests for possible undiscovered mountain biking venues. Almost always I would have categorized the results as fruitless if I had been more serious about expecting to find something in the first place. The

Butte most summers to mountain bike and had ridden up to places like 12100-foot-high Gunsight Pass, whose equivalent elevation was 3688 meters. Four thousand three hundred forty-two meters was about 650 meters higher, and what was that? -- about 2100 feet.

I realized I was looking at something very special: a dramatically high road in a non-Wilderness area. One that possibly could be mountain-biked.

The Internet makes most things easy, and it didn't take long

Inyo National Forest above Bishop.

An hour later found me in my car jolting over a rough, steep, and badly washboarded dirt Forest Service road north of the bristlecone pine preserve. My Honda Civic tolerated it but just barely. It took almost an hour to drive 16 miles from the end of the pavement to the trailhead. I kept thinking, "I really should be riding this instead; there'd be hardly any difference."

At the trailhead I donned winter clothing, including



DeLorme map pages are large-scale and they show many jeep roads but few trails, and one usually can't tell much about the character of a particular area.

This time, however, something caught my eye. I noticed, in an obscure mountain range in far eastern California, northeast of Bishop, a broken narrow red line—a trail or jeep road—leading up to a peak labeled, in minute agate or nonpareil italic type, "White Mtn Peak 4342."

I immediately recognized that 4342 meters was very high, because since 2001 I'd been going to Crested

to learn that yes, a number of people had mountain-biked up to the 14246-foot-high White Mountain Peak summit. I resolved to do it.

Thus it was that on the morning of Monday, July 30, this summer, I rolled out of a motel-room bed early and ate an enormous breakfast while contemplating the climb that lay ahead. By then I'd learned it wouldn't be that great in terms of the absolute number of feet, because the White Mountain Peak trailhead lies around 11600 feet, north of the Ancient Bristlecone Pine Forest, a preserve within the



heavy wool socks and two top layers, and began.

It was a true adventure. This little-known mountain is the third highest peak in California, and offers what I believe must be the highest possible mountain bike ride in North America. Its summit sits only some 250 feet below the elevation of Mount Whitney, which is the highest point in the contiguous United States.

It's an eight-mile ride from trailhead to summit, and the first six and a half miles were fairly benign, particularly because I'd become somewhat acclimated to the altitude. I was coming from central Colorado, where I'd done

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myself.

But none of this was needed in the end; my long-sleeved polypropylene T-shirt, short-sleeved jersey, and dayglow orange windbreaker were sufficient and the only clouds were benign cumulus.

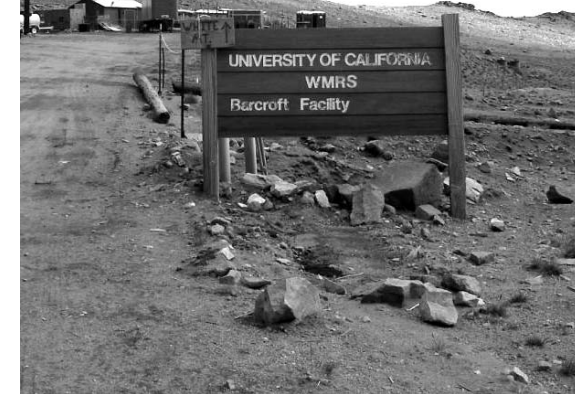
The summit consisted of a plateau little larger than a basketball court and was an excitingly remote place. A locked stone research hut sat atop it, and on its stoop rested an Army-green latched metal ammunition box. When I opened it, I found a number of notebooks with the names of some who had climbed or ridden to the summit before me. I felt thrilled to think I might be at a higher elevation than all but a handful of other people in North America, excepting those in planes. I ate and wandered around the confines of the small level area, eventually finding a United States Geodetic Survey marker dated 1913 behind the stone hut.

The thin air soon started to make me feel light-headed, and I stayed only a few minutes before descending. Even at the 13770-foot level on the descent, where I stopped to speak to two people from Marin County who were bravely hiking to the summit presumably without the benefit of the acclimatizing I had gained in Colorado, I still felt oxygen-deprived and made my excuses to move on after a few minutes. I felt better at 13000 feet and much better when I got back down to 12500.

I estimate that it took me 2.5 hours to ride up and about an hour to ride back. I'm not the first reader of this newsletter to have made the trip: Paul Nam has done it more



than once and Chris Voci has gone up as well. If one feels a reward in climbing high, I heartily recommend the ride. But I recommend against doing it by yourself as I did. It is an extreme environment—I have no doubt it can snow in any month of the year and there's little oxygen—and you may not encounter a single other person to help you if you need it. I carried not only extra clothing but also an expensive personal locator beacon that I could activate to be rescued in case of a life-threatening emergency. Without the reassurance the PLB offered, I would have been reluctant to go alone.



Stevens Creek Trail Update

(Continued from page 1)

route up to Fremont Older. I already use the trail as a commute route and have converted my old rigid '95 Stumpjumper to a trusty efficient commuter bike with slicks, rack, lights, and panniers. Another option is to ride the trail down to the bay lands and back for a good spin. There's always some type of headwind in the afternoon, if you're into that and plenty of bird life also, if you're into that too. I especially enjoy riding out to see the white pelicans and the mass congregations of shore birds. It's a great place to take the kids also as there are numerous access points, parks and attractions. Check it out: stevenscreektrail.org/index.shtml



My ultimate hope is to have an off road route up to Fremont Older. I already use the trail as a commute route and have converted my old rigid '95 Stumpjumper to a trusty efficient commuter bike with slicks, rack, lights, and panniers.

Marin Bike Ride in North America

(Continued from page 2)

ride after ride above 10000 feet in the prior two weeks.

About two miles in, along a well-graded dirt road, one passes the University of California's Barcroft high-altitude research facility. At 12500 feet its two or three buildings, including a large Quonset hut, look like an Antarctic base, and the winter climate may not be that different. A woman was tending a flock of sheep, half of them pregnant, in what I gathered was some sort of high-altitude breeding experiment.

Thereafter the road became a



rougher doubletrack and climbed steadily. I encountered the first difficult section (rocky and steep), but fortunately it was short. I climbed to perhaps 12800 feet, at which point I got the first full view of White Mountain Peak, which appeared both alarmingly steep and, with its black and red bands and conical shape, ominously like a witch's hat. It looked neither reassuring nor welcoming.

The moderately rough track, similar in character to sections of Marin County's Pine Mountain loop, then descended into a saddle, back down to around 12500 feet. At this point the terrain had alternated for some time between a lunar or Martian landscape—jagged rocks strewn on fields of

sand or dirt—and more terrestrial-looking areas with sparse low vegetation and what I assumed were Arctic flowers. Marmots scurried about, one clucking in annoyance.

After this saddle, I climbed to about 13200 feet on a manageable surface and then descended steeply into another saddle, back down to 12950 feet. From the 13200-foot level before the last descent I could see a series of



switchbacks going steeply up the side of White Mountain Peak to the summit. The mountain's sinister look and the steepness of the grade ahead had me praying that the surface would be smooth yet not powdery.

I found out soon enough that neither wish would be required. The last 1.5 miles were tortuous. I climbed up the side of the mountain on a rough track that at times scarcely differed from the jumbled rockfields surrounding it. In places the grade was sufficiently low-pitched that I could ride, but a combination of steep, rocky sec-

tions, and loose sandy material forced me to walk at least two-thirds of this last stretch.

Still, I felt exhilarated to be slowly approaching the summit and believed I would succeed. I could hardly believe it when my GPS receiver registered first 13500 and then 14000 feet, much higher than I'd ever been. And I had been particularly fortunate in the weather so far. I later learned

that on the previous day a hiking party on nearby Mount Whitney had been hailed on for four hours. I was carrying not only a windbreaker shell but also an expedition-capable Gore-Tex REI cycling jacket to use if the weather suddenly turned and even a Mylar emergency bivy sack should I have to hole up because of weather or injury. I reminded myself that experienced guides had made people turn back 300 feet below the summit of Mount Everest for meteorological reasons and that I would be equally tough-minded with

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The Ridescape

By Paul Nam

"It is not enough for a man to know how to ride; he must know how to fall." - Mexican Proverb

Fall softly like snow, into the ridescape.

Every rider has a unique "ridescape" of experiences, impressions, information, and potentials related to mountain biking. The core of the ridescape - trail knowledge, equipment, and people - compile season upon season of riding experience into a vast fund of experience.

As observed from a figurative scenic overlook, my personal ridescape obtains views into peek-experiences, mystical pain-forests, lands of delusion, slick-crock-gardens, dark cro-moly carbon-fiber titanium alloy nitrides, my disorganized garage, and as if through mud flecked glasses I glimpse the myriad trails from fantastic to mundane across fields of bright promise to the colorful campsites past and future and their comforting warm fires sparking up into the night. As they stare into the flames, companions declaim the deeds of the day.

Arc along the trails. Mash and flow, grind and spin, pant and grin. Ride into the endless maze of the ridescape.

The ridescape is like a deluxe imaginary train set. It's not perfect.

Derailments and power failures are ordinary. The ridescape contains many disappointments in the pain-forest. Look carefully and you will see me accidentally peel off a dirt road and launch skyward over a rock ramp towards a bone crushing landing. See me crack a helmet on the 007 trail, and worse, see a buddy break his back on the same. You can see a steel fork snap in two, and me land as one. Look closer, you'll see lots of medicated couch time spent inside the pain-forest.

In the slick-crock-gardens you find old bike parts, bikes, and related equipment including items that I never even owned, but wished into a quasi-existence therein. My first weird and ugly day-glow yellow hip-pack is here next to my first torn-up mangled hydration pack. Like long loved pets, bikes once stolen, are memorialized in shrines among the bone-heaps and tire carcasses amongst endless intestinal tangles of inner tubes. Yeah, there is a graveyard in every ridescape. Bikes live the life we give them.

Show me your horse and I will tell you who you are. -Old English Saying

Show me your bike and I might try to tell who you are, how and where you ride. Your gear gives up some clues. Your ride and gear are words in the unspoken language of a myth. You and all your stuff are a message. Often the symbols are subtle tokens. Can we

control the message? On the trail, we are a sign of the times. Who is the signifier? The neologisms of model names for bikes reference attitudes and values which may transfer to the rider as well. Are we what we consume?

When Ford tries to build a sensible economy car, they call it the Focus. When Santa Cruz wants to build a practical full suspension cross-country bike, they call it the Blur. Get the picture? Specialized's oldest model, the Stumpjumper, presumes we'll be riding in second, third, or fourth growth forests, because we'll be heading over stumps any second now.

My favorite bike magazine has comparison test pieces called a "shoot-out". Bang, you're dead. There are spy shots of the Snyder. Syndicate riders are descending on Hecklers. Cyclists can seek enlightenment on the Prophet. Giant riders may pick a Faith, ride on a Trance, or survey the landscape from the throne of the Reign.

In the midst of the ridescape, nestled amongst the wrinkles of the terrain are the watersheds - brooks, creeks, and rivers - that drain the life giving water from the ridescape. Is the water that nourishes the ridescape a healthy desire to slake a thirst for satisfaction? These streams of consciousness eventually meld into one mighty river which eventually meanders to

Ridescape (Continued on page 5)

ROMP'S IMBA NMBP @ SDSF

By Daryl Breuninger

What do all those letters and symbols mean?

If you enjoy:

- Riding at the Soquel Demonstration State Forest
- Helping other people
- Being involved in the management of your local trails
- Learning and sharpening such skills as outdoor first aid, trailside bike repair, off-road riding and communication.



Then ROMP'S IMBA National Mountain Bike Patrol at Soquel Demonstration State Forest is for you!

The patrol at SDSF is a vital part in keeping the trails open and safe. If you are interested in becoming a member of the patrol please check out the requirements, duties, and benefits of the patrol on line at: www.imba.com/nmbp/index.html

In October we will be having a NMBP training at the Soquel Demonstration State Forest. Please contact Daryl Breuninger if you are interested in becoming a patroller or you have further questions. Space is limited.

Daryl Breuninger
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Mountain Cyclist

The Mountain Cyclist is the monthly newsletter of the Responsible Organized Mountain Pedalers

Send general newsletter material directly to the editor (not to the club PO box):

◇ newsletter@romp.org

Send ride listings to the club web master

◇ Josh Moore (408) 420 7342
webmaster@romp.org

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

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	
Family Members	
Address	
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City	email
State	Zip
Membership Type :	
Order ROMP Jerseys on reverse side __	<input type="checkbox"/> Individual (\$20.00) <input type="checkbox"/> Single Speed (\$50.00) <input type="checkbox"/> Family (\$25.00) <input type="checkbox"/> Hardtail (\$100.00)
Send Newsletter:	<input type="checkbox"/> New <input type="checkbox"/> Renewal <input type="checkbox"/> Change of Address <input type="checkbox"/> Donation \$ <input type="checkbox"/> Lifetime Membership (\$1,000.00)
<input type="checkbox"/> Via US postal service	
<input type="checkbox"/> Just send me an email	

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

RESPONSIBLE ORGANIZED MOUNTAIN PEDALERS ("ROMP") 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_____ Date:_____

(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_____X_____ Date:_____

(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

The Ridescape

Ridescape (Continued from page 4)

swampy lowlands, estuaries, a bay, and out to the deepest unknowable sea.

Trails are like water, everyone thinks they should be free. One could convincingly argue that trails are a primary requisite of civilization. Some of the first laws ever laid down in stone, (The Code of Hammurabi) are about water. Islam's Koranic law, the Shari'a, used to mean "path to the water-hole", but now stands for law. These laws were based on the idea that everyone was entitled to water. There are always trails to water.

In the bay of my ridescape is racer island. With tide low and moon full, racer island is a peninsula, sort of like Mont Saint Michel, and just as amazing. There's all kinds of circuits there and a permanent Sea Otter expo set up. There's always a 365 day 24 hr race going on. Sponsored riders are always in training.

For the last two years mountain-bike champions have conquered the field in the Tour de France and then lost the prize due to suspicions over performance enhancing drugs. Floyd Landis, and now Michael Rasmussen, are out of professional cycling's premier race. Given the history of professional cycling, the allegations made against them are not unreasonable. I rooted for both of these guys because they were mountain-bikers

whose careers I had admired. It's disappointing, but I should not have been so surprised. There are many obviously crooked things that people are doing in this world everywhere, at all levels, all the time. Ethically, some things on racer island don't look right to me. It's a blemish on our sport that may act on the subterranean levels of mountain biking. At least, the likable Cadel Evans persists.

The only way to compel men to speak good of us is to do it. It is not only what we do, but what we do not do, for which we are accountable. - Moliere

The underground of the ridescape is hidden, and is not openly discussed. There definitely seems to be a cave entrance to the ridescape underground that opens up from the central volcano on racer island. A lot of crazy stuff happens in the dark where no one seems to be looking. There are ethically shady mountain biking practices, such as illegal trail construction and riding.

Whether the laxity in observance of regulations comes in rebellious response to wrong-headed policies or from a crooked sense of entitlement, something is definitely wrong in the underground ridescape. These are the mythic predations of the seldom seen renegade mountain biker: a bunch of steep secret trails and a temporary presence on a mountain.

Man is a great blunderer going about in the woods, and there is no other ex-

cept the bear makes so much noise. - Mary Austin

If you live among wolves you have to act like a wolf. - Nikita Khrushchev

Many great bears and wolves have already been exterminated for sport and profit in most of my ridescape. The trails might seem safer in the ridescape without them. The replacements seem to be us. We are the most dangerous thing to the ridescape and ourselves. The great predators may be relegated to comic myth as mascots, but they will always be my heroes. Still, they might come back some distant day. Who may never come back are certain smaller plants and animals associated with the totemic lords of the forest. The old growth is gone. New growth gets older though. Today there are more bears and wolves on hats and t-shirts than real ones. Are the replacements as good as the originals?

Good judgment comes from experience, and experience - well, that comes from poor judgment. - Cousin Woodman

As I age, and if snow falls gently on my head, and appears as grey, I will always treasure the collection of my ridescape. Winter follows a fall in the ridescape. Inevitably I will have to bear a winter off the bike. Until then, plans include wolfing down ride after ride.



Parker Ranch Trail Eulogy

By Josh Moore, ROMP President

Parker Ranch, located in the city of Saratoga nestled in behind the Golf Course and Fremont Older, has been an underground destination for advanced mountain bikers for years. I have heard anecdotally that cyclists have been riding the trails there since the nineties, and that the recent incantation of the trail was so popular that some cyclists considered buying homes to be within riding distance of that trail.

The latest version of the trail consisted of more than a dozen jumps, some 30 or more banked turns called "berms" and three wooden structures including a teeter toter, something that looked like a giant tortoise shell about two feet high and four feet wide, and a "skinny" consisting of four or more 1x8s in a row. All of the above created a riding experience unlike anything I have experienced in the bay area - it was at least as much fun as a rollercoaster.

Parker Ranch is an upscale housing development built on a subdivided ranch. Part of the deal for the subdivision was a conservation easement on the steep side slopes where nothing could be built, as well as a twenty foot wide trail easement. The deed states the trail is for hiking and equestrian use only. The land was deeded prior to the conception of modern mountain biking.

The alignment of the purposely built mountain bike trail resides outside the trail easement and within the conservation easement where any development is prohibited for the city, as well as the residents who actually own the land. The trail literally crosses through their back yards, and that is the crux of the issue.

Recently the residents became aware of the trail. At a meeting on August 7th, four or five mountain bikers, about 10 residents and 5 city staff met to discuss the problem and address ways to remediate the situation.

Parker Ranch residents expressed their concerns in a rational, reasonable way. Their concerns were construction noise including nighttime construction with



hammering and pounding. It is possible that the teeter totter resetting itself was mistaken for this. Parker Ranch is in a horseshoe shaped valley that acts like a natural amphitheater. Standing at the top of the trail, I could hear kids talking in quiet voices and splashing in a pool hundreds of yards away. It is no surprise that they also complained about noisy riders. The builders tried to keep the noise down by hanging signs asking riders to not use profanity and keep their voices down.

There was a fair amount of concern about environmental damage to heritage trees. The trail was not built by an arborist, so there are some exposed roots and some places where dirt is inappropriately piled up on the roots. Both of these can result in killing the tree. Generally speaking the trail is well built including culverts to drain some of the bigger banked turns, and the trail goes along the contour line at less than a 10% grade with adequate outslope. The

illegal bike trail is better maintained and drained than the city of Saratoga's hiking and equestrian trail, the top of which is overly steep and goes straight down the fall line, resulting in erosion undercutting Picea Road. All that great brushing recently became apparent to one neighbor who complained about bushes cut down near their driveway and concerns about privacy.

Lastly, and most importantly they were concerned about injuries happening on their private property that would result in lawsuits. Despite the fact that they are less liable when people are trespassing, it does not prevent people from suing which can result in astronomical legal costs and loss of property insurance. One way land owners can help protect themselves is by posting "no trespassing" and "no bikes" signs. Signs were posted, but the signs have been consistently torn down, probably by cyclists.

A few cyclists built an illegal trail on private property. Perhaps some others have disrespected the efforts of the land owners to post signs to limit their liability. Mountain bikers have wronged these people. Recently the city checked to see how much it would cost to have a contractor come in now and restore the trail to a natural side slope. The estimate was around \$60,000. That is a lot of money even for a city.

I personally believe that when I wrong someone, it is my responsibility to make it right. While I did not build the trail and I doubt any ROMP members were involved, it will be land owners and other user groups who will point at us and say that we are criminals. When we break laws and harm private property it is hard to argue with that. I believe it is our responsibility to make the Parker Ranch situation right. I plan on helping

ROMP Calendar (Continued from page 10)

needs for preventative maintenance and trails repair of your mt bike. Fix a flat, adjust your derailleur, straighten a wheel, and anything else bike related that will get you back on the trail. Location: Arastradero OSP Parking lot Arastradero Rd Palo Alto CA Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

VOLUNTEER

Santa Clara County Parks Monthly Trail Days 09:00 AM (4:00) Saturday, September 01 2007, Saturday, October 06 2007 Monthly Trail Days - 1st Saturday of each month, 9am-1pm. Come on out and help repair, restore, or rebuild our County Park Trails. These Trail Days will take place at a different County Park each month. No experience needed. Tools, gloves, & refreshments provided. Please wear long pants, long sleeves, and closed toed shoes. Contact with poison oak is always a concern,



please take appropriate precautions, bring a change of clothes if necessary. Contact Information: Santa Clara County Parks (408) 355-2254

Wilder Ranch Trailwork 09:00 AM (4:00) Sunday, September 02 2007, Sunday, October 07 2007 First Sunday Every Month. See trailworkers.com for more information.

Santa Clara County Parks Monthly Volunteer Projects Saturday, September 15 2007, Saturday, October 20 2007 **09:00 AM (3:00)** Monthly Volunteer Projects - 3rd Saturday of each month, 9am-noon

Help us tackle all types of projects ranging from painting and invasive plant removal to litter pickups at locations that desperately need it! These projects will take place at a different County Park each month. Tools, supplies, and refreshments will be provided. Contact Information: Santa Clara County Parks (408) 355-2254



Jersey Sale!

Jerseys: \$55 + \$2 shipping

The new, green, light blue, and yellow Jerseys have arrived! These Voler 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 _____

Phone _____

Send form with check payable to:

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



ROMP Calendar

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 hammerheads are summarily ditched and left to prove something somewhere else
Location: California Ave Caltrain station in Palo Alto Palo Alto CA
Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

at 1pm at the Arastradero Preserve, at the main parking area on Arastradero Road. 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. Map
Location: Arastradero Preserve Arastradero Road Palo Alto CA
Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

MTB-101 10:00 AM (4:00)

Sunday, September 23 2007

Sunday, October 28 2007

Sunday, November 25 2007

B/Beg-INT/10/1500

Meet at 10:00 AM, Fremont Older / Prospect Rd. parking lot. Bring your MTB in good mechanical condition, helmet, water and fuel.

Be prepared for a 400' climb on fire roads during the first mile. No time limit, no one left behind. Decent will be on a sweeping Single Track. We will practice basic MTB skills and trail etiquette.

Beginners welcome.

Location: Fremont Older OSP Prospect Rd. parking lot Saratoga CA

Contact Information: Rich Andrews 408.393.1959 randrews@arc.nasa.gov

Saturday, September 22 2007

10:30 AM ROMP Picnic Beg Ride (2:00)

Beginner Ride at Waterdog Park prior to the ROMP Picnic

Location: meet at Twin Pines Park Belmont CA 94002

09:00 AM ROMP Picnic Adv. Ride (4:00)

Intermediate/Advanced Ride in Waterdog Park before the ROMP Picnic
Location: Meet at Twin Pines Park Belmont CA 94002

4th Saturday Beginner's Clinic 01:00 PM

(3:00) Saturday, September 22 2007

Saturday, October 27 2007

Saturday, November 24 2007

On the 4th Saturday of each month, meet

Saturday, September 29 2007

10:00 AM Ridge Trail Cruz a Thon (0:00)

Help support the Bay Area Ridge Trail Council by volunteering or riding this great ride!

More details to follow, or check or the Ridge Trail's web site.

Location: Skyline Ridge OSP Fee: \$\$

SOCIAL EVENTS

Bike Repair for the Community

10:00 AM (4:00) Saturday, September 08 2007, Saturday, October 13 2007

Learn to repair bikes and contribute to the community.

Volunteers work on donated bikes, with the help and guidance of skilled mechanics. Tools and stands are available, but bring your own if possible.

The bikes are then given away to needy children and adults regularly through various help organizations. No Event in December. Event starts at 9:00 during daylight savings time. Location: Behind BTN Automotive 2566 Leghorn Ave, between Rengstorff and San Antonio Mountain View CA

Contact Information: Dave Fork fork@park.com

ROMP Annual Picnic 01:00 PM (3:00)

Saturday, September 22 2007

Annual ROMP Picnic at Twin Pines Park, after morning rides at Waterdog Park. Location: Twin Pines Park Belmont CA 94002

Contact Information: Patty Ciesla 650-917-8699

Basic Fixit Class 12:00 PM (1:00)

Saturday, September 22 2007,

Saturday, October 27 2007__The fixit

clinic is for current romp members only, membership forms available at clinic for easy sign up. Beginner ride at 1:00 is open to the general public. RSVP is a must due to max class size limit. This hands on fixit class will go over the basic

the city organize some volunteer days to restore the trail to its natural habitat.

Many cyclists ask me what we are getting in return for restoring the trail. They believe we should get access somewhere else in return. I see it differently. We broke something of someone else's. We should fix it. We should not expect a reward for doing the right thing. We may generate a little goodwill by doing the right thing. ROMP will work with the city of Saratoga to organize volunteer work days to remove the trail. If you have helped build or have enjoyed this trail, I hope you will find a few hours to make it right.

In the meantime, the city has allocated \$5000 to step up sheriffs patrols of the area, install some fencing, remove the wood structures and the jumps. These efforts should be enough make the trail uninteresting enough to keep people out. In addition, the city seemed ready to move on "putting teeth" into the existing ordinances regarding illegal trail use by upping the fine. The real concern for cyclists is a city-wide ban on bikes that could have profound effects on the on developments around the Sanborn Skyline master plan, which will open almost twenty miles of trails to bikes. Chances are they will increase fines for riding and building illegal trails and not put a city wide ban on bikes on dirt. The legislative process is a slow one and it will take at least half a year before anything takes effect.

Illegal and unauthorized trail use is probably the single biggest problem facing the reputation of mountain bikers everywhere. We can make a difference.



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.

Other Cycling Organizations

Access 4 Bikes access4bikes.com
PO Box 526, Pt. Reyes Station, CA 94956

Bay Area Velo Girls
650-347-9752 velogirls.com

Bicycle Trails Council of Marin (BTCM)
PO Box 494, Fairfax CA 94978
415-456-7512 btcmarin.org

Bicycle Trails Council of the East Bay (BTCEB)

PO Box 9583, Berkeley CA 94709
415-528-BIKE btceastbay.org

Folsom Auburn Trail Riders Action Coalition

916-663-4626 fatrac.org

International Mt. Biking Association (IMBA)
PO Box 7578, Boulder CO 80306
303-545-9011 imba.com

Monterey Mt. Bike Association (MoMBA)
PO Box 51928, Pacific Grove CA 93590
408-372-2134

Mountain Bikers of Santa Cruz (MBoSC)
president@mboosc.org mboosc.org

Northern California Mountain Biking Association (NorCaMBA)
norcamba.org suefry@norcamba.org

Sonoma County Trails Council (SCTC)
sonomatrails.org/sctc/

San Jose Inner City Outings (San Jose ICO)
sierraclub.org/ico/sanjose/

Silicon Valley Bicycle Coalition
svbcbikes.org

Western Wheelers Bicycle Club
westernwheelers.org
Women's Mt. Biking and Tea Soc (WoMBATS)
wombats.org



ROMP CHRISTMAS PARTY!!!

Friday, November 30, 2007

Save the Date! The ROMP Christmas Party has been scheduled and will be at Michaels on Shoreline Blvd in Mountain View.

Event starts at 6pm.

Please refer to the upcoming November/December newsletter <http://www.romp.org> for details & sign up information

LAND MEETINGS

Santa Clara County Parks

Commission Meeting

Wednesday, September 05 2007

Wednesday, October 03 2007

06:30 PM First Wednesday (2:00) Santa Clara County Parks Commission Monthly Meeting - to view the agenda, actual start time (can vary), & meeting location, check the website for County Parks Commission Meetings.

San Mateo County Parks and Recreation Commission Meeting

Thursday, September 06 2007

Thursday, October 04 2007

02:30 PM First Thursday (2:00) The San Mateo County Parks and Recreation Commission is responsible for establishing policies to guide the work of the San Mateo Parks and Recreation Division. This includes issues of parkland use management such as master plans, acquisitions, and development. Meetings are held publicly and are conducted by a quorum of at least three of the Commissioners.

Location: Board of Supervisors Chambers, Hall of Justice 400 County Center Redwood City CA 94063

MROSD Meeting

Wednesday, September 12 2007

Wednesday, September 26 2007

Wednesday, October 10 2007

Wednesday, October 24 2007

07:30 PM 2nd & 4th Wednesday MROSD Board of director's meetings are open to the public on the second and fourth Wednesdays of each month at 7:30 PM in the district offices at 330 Distel Circle (off El Camino Real north of Rengstorff), Los Altos. Check with MROSD for any last minute changes.

Open Space Authority BOD meeting

Thursday, September 13 2007

Thursday, September 27 2007

Thursday, October 11 2007

Thursday, October 25 2007

06:30 AM (2:00) Santa Clara County Open Space Authority Board of Directors meeting.

Location: Board Room Suite 200 6830

Via del Oro San Jose 95119

Bay Area Ridge Trail County

Committee Meeting

Wednesday, October 24 2007

07:00 PM (0:00) Quarterly Meeting of the Bay Area Ridge Trail County Committee. Usually pretty informal. Contact Josh if you would like to help the Ridge Trail!

Location: United Way Building 1922

The Alameda San Jose

Contact Information: Josh Moore

president@romp.org

<http://www.ridgetrail.org/about/committees.cfm>

Other Land Manager Meetings

Cities in the bay area have parks and recreation, openspace, or trails and pathways Commissions or Committees that meet monthly. City Parks of interest to mtn. bikers exist in San Jose, Palo Alto, Belmont, Los Altos Hills, Saratoga and elsewhere. To get involved, contact your local city.

MEETINGS

ROMP Monthly Membership Meeting

Monday, September 24 2007

Monday, October 22 2007

07:00 PM (2:00) Fourth Monday of every month meeting.

This is where we talk about what ROMP is planning to do. Also, if you would like to speak to the leadership of ROMP, please contact the president and we will put you on the agenda. We also welcome talks and presentations from outside organizations. OCTOBER ELECTIONS: Come in October to officially become a club officer.

Location: Sports Basement, 1177 Kern Ave, Sunnyvale CA

Contact Information: Josh

president@romp.org

ROMP Calendar

RIDES

First Sunday Social Ride

Sunday, September 02 2007

Sunday, October 07 2007

Sunday, November 04 2007

10:00 AM (3:00) ** New update, 5/3

B/EASY/11/1500 Meet at 10am at

Grizzly Flat. Take Rt 9 to 35 from Saratoga. Take right at the 9/35 junction and parking lot will be on the right had side in approximately 4 miles . 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.

Location: Start at Grizzly Flat

Contact Information: Dave Tripiet

(408) 515 2671 tripiet@aol.com

Fremont Older After Work

Wednesday, September 05 2007

Wednesday, September 12, 2007

06:00 PM (2:00) C/INT/10/2000' Join us Wednesday evenings for a ride around Fremont Older OSP starting promptly at 6 PM. Length of the ride varies with the amount of daylight available. Meet

in the main Stevens Creek County Park parking lot off Stevens Canyon Rd., about 2 miles south of I280 from the Foothill Blvd exit. (Foothill Blvd turns into Stevens Canyon Rd.) There is a fee to park in this lot. Free street parking is available in the residential area before you reach the County Park parking lot. Be prepared for about a 2 hour ride with 2000' of climbing in 8-10 miles. We usually go out for burritos afterwards, so bring cash if interested. 408-257-8284 if you need more info.

Contact Information: Glenn & Linda

408-257-8284

Arastradero 2nd Saturday Social and Skills Session 02:30 PM (2:00)

Saturday, September 08 2007

Saturday, October 13 2007

Saturday, November 10 2007

B/EASY/7/900

This friendly, introductory ride covers most major trails in the preserve. Route varies from month to month depending on interest, but we'll generally do a couple mild loops. Everyone is welcome--beginning riders can treat this as a skills clinic, working on descents and corners on some of the switchbacks while not having to earn their turns too exhaustively. Intermediates can give tips, swap lies, and work on their hang time during the dirt jump session/snack break mid-ride.

Take 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: John H jharlander88@yahoo.com

2nd Sunday Ride at Soquel Demo Forest 09:30 AM (4:00)

Sunday, September 09 2007

Sunday, October 14 2007

Sunday, November 11 2007

C/INT/12-18/2500-3000

The ROMP Second Sunday Demonstration Forest Ride will join the MBOSC Club ride. Both clubs will meet at the parking lot across the bridge at 9:30 AM. Wheels rolling by 10:00 AM, up Buzzard's Lagoon to Santa Rosalia Ridge. Consensus will determine the route down the mountain.

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.
Contact Information: Rich Andrews
408-738-1384 randrews@arc.nasa.gov

Third Saturday Social and Scenery Ride 10:30 AM (2:00)

Saturday, September 15 2007

Saturday, October 20 2007

Saturday, November 17 2007

B/EASY/10/800-1000

Enjoy a ride for experienced beginners and intermediates who want to go slower. Meet at 10:30am to ride, socialize, enjoy the scenery, and work on your biking skills at a slow to moderate pace with frequent breaks for 2.0 hours or more depending on group wishes. Rides will choose from the Russian Ridge, Coal Creek, Monte Bello, and Skyline preserves, including moderate steep, single tracks, and fire roads. Explore and learn new trails in a supportive group or share your favorites in these preserves. Bring your helmet, water, sunscreen and possibly a snack. Rain cancels.

Location(**new parking/ start location**): Meet in the vista point parking area on Skyline Blvd/ Highway 35 located 1.1 miles north of its intersection with Page Mill Road (i.e., right turn from Page Mill onto Skyline for 1.1 miles) and directly across from the Mid-Peninsula Open Space Russian Ridge Preserve. Contact: Rodney Johnson (650) 326-7665 or rodney@stanford.edu

Directions: Take I 280 to Page Mill Rd south (in Palo Alto) going up into the hills, continue on Page Mill Rd 25+ minutes (watching out for road bicyclists on twisty road) until stop sign at intersection with Skyline Blvd/ Highway 35 (near the Mid-Peninsula Open Space Russian Ridge Preserve), turn right, continue 1.1 miles and park on the right in the vista point parking. (Do NOT park in the parking lot for the

Russian Ridge Preserve off of Alpine Rd near the intersection of Page Mill Rd/ Skyline Blvd).

3rd Sunday Ride at ECdM 10:00 AM (3:00)

Sunday, September 16 2007;

Sunday, October 21 2007;

Sunday, November 18 2007

B-C/10-15/2000-3000

Meet Skeggs point at 9:30 for 10:00 AM start. Routes will vary depending trail conditions, closures, and the whim of the group. This is a no drop ride that starts at the top of the hill and goes down, so you do most of the climbing at the end. Bring your helmet, water, and a snack. Lunch after at Alice's restaurant.

Location: ECdM, Skyline Blvd,

Woodside, CA;

http://www.openspace.org/preserves/pr_madera.asp

Contact Information: Josh Moore

(408) 420 7342 mtbikes@gmail.com

3rd Tuesday Alpine Road 04:30 PM (3:00)

Tuesday, September 18 2007

Tuesday, October 16 2007

Tuesday, November 20 2007

This year round ride has a couple options on where to meet up. First chance meets the #262southbound@ 4:33 pm, + #169 northbound also @4:33 at the California Ave Caltrain station. RSVP a must if you plan on attending this ride, as the meeting places will vary depending on weather. From here we pedal through Stanford's "Professorville" on lightly traveled streets, over Old Page Mill rd, through Arastradero Preserve to The Portola Valley ranch . 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

Rides (Continued on page 10)