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low Springs Road via Hale Rd. Along Chesbro Reservoir on Oak Glenn Road I saw a few groups of cyclists, the first time in a few days! They all said hi to me. I turned right onto the Uvas Rd which turned into McKean and eventually into Almaden Exp Way. I took Camden and to avoid the traffic took Hicks and Shannon to get back to Los Gatos. Good old San Tomas with badly timed (for cyclists) lights took me back home.

What a trip! Well, it really was a rainy, wet and cold trip. I felt like I'd been struggling to keep myself dry during the whole trip. Then, I had a lot of fun in a way. At least, I spent time all by myself in the wilderness (mostly...) and thought through my life. Did anything change? Probably not. I have the same feelings and things in my head that I wanted to erase. Well, it's not always like in the movies, I guess. It was sometimes excruciating with painful thoughts. Then, when you got to do it, you just got to do it.

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MOUNTAIN CYCLIST

LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

SUMMERTIME 2009

CHANGE WE CAN BELIEVE IN?

By Joshua Moore, ROMP President

Do you think Obama is making a difference in our country? Can you make a difference in our local special parks district? The Midpeninsula Regional Open Space District is governed by an elected board of 7 directors. Each director represents a geographic zone called a ward.

MROSD Board members decided a few years ago that only 65% of trails in Preserves should be open to bikes, and have generally made decisions that the nice trails should be bike free - bikes can go up the exposed, steep fire roads.

The same board members are deciding right now how many trails if any will be open in La Honda Creek Open Space Preserve - right next door to El Corte de Madera OSP - and for any future preserves. Should Mindogo Hill be part of Russian Ridge Open Space Preserve and open to bikes, or its own separate preserve and probably closed to bikes?

The board decides in a general way what activities the staff engages in. Do you think rangers should be pointing (radar) guns at visitors in our preserves? Are there enough rangers? Too many? Should they carry guns?

The economic downturn has made land a little more affordable now, yet the Board has decided that now is the time reflect and inventory the land that has been acquired. They aren't making more land. Do you think they should be buying now?

The current board feels that their primary purpose is to preserve and protect open space, but if a majority of the board felt they should provide recreational opportunities for mountain bikers they could easily change these policies.

There is no reason there should not be several mountain bikers sitting on the board of directors of MROSD, but now is the time to start planning for the 2010 elections. There are 4 seats up for reelection in 2010:

- Ward 1: Pete Siemens - Cupertino, Los Gatos, Monte Sereno, Saratoga
- Ward 2: Mary Davey - Cupertino, Los Altos, Los Altos Hills, Palo Alto, Stanford, Sunnyvale
- Ward 5: Nonette Hanko - East Palo Alto, Menlo Park, Palo Alto, Stanford

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COWELL ENFORCEMENT

By Mark Davidson, President MBOSC



Santa Cruz has some of the most enjoyable mountain bike trails in Northern California. The area of Henry Cowell State Parks, from behind UCSC down towards Hwy 9, has been a favorite riding place for the local community. The Henry Cowell trails have always been off limits to bikes but that has not stopped locals, riders from the Bay Area, Northern California and all over the world including pros and industry folks from enjoying these trails for decades with very little threat of citation.

In early February, riders parked along Hwy 9 were surprised to see that they had flyers on their windshields which gave notice that the local California State Parks Rangers will be enforcing the no bike restrictions. Word of this new enforcement program spread quickly within the moun-

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BAY AREA SOLO TOURING

By Tom Oshima

It actually started late Tuesday. When I picked up ROMP’s BOB trailer at Paul’s place, we found out that my 29er’s rear tire was too big for the trailer hitch. The tire touched the hitch and didn’t turn. I thought the whole plan was over. Then, Paul came up with a great idea and offered me one of his larger cyclocross tires which was a skinnier 700c knobby tire. We swapped the tires and it worked. The trip was go.

Day 1: From Santa Clara to Sunset State Beach in Watsonville.

I left my home in Santa Clara at 10:30AM on Thursday, on my 29er hardtail with a BOB trailer carrying a tent, a sleeping bag, a therma-rest, a tarp, foods, clothes and a book. It was supposed to be a 5-day solo bike trip to escape from the reality of a (second) mid-life crisis. It had been sunny for the last few weeks. Unfortunately, a rain storm was coming as if it was planned for this occasion. However, I thought when you got to do it, you just got to do it, I guess...

The destination that day was Sunset State Beach in Watsonville where I camped for the day. I would go over the Santa Cruz Mountains to reach the coast side.

I entered the Los Gatos Creek trail from the downtown Los Gatos. The weather was still cooperating and the sun was out. I took the single track running between the Lexington Reservoir and Hwy 17, struggling with muddy and slippery trail. By the time I got to the bottom of Old Santa Cruz Hwy, my bike was a mud ball. The Old Santa Cruz Hwy is one of my favorite roads. It’s a nicely graded climb through redwoods. Once at the top, Summit Rd took me to the Demo Forest via Highland Way. I wanted to ride up the fire road to the top of the ridge trail and go down Nisene Marks, but decided not to because it would be very hard to hop over the gate on the fire road with the trailer. There is a bypass, but it’s too gnarly for a bike with a trailer. So, I kept going on Highland Way which turned into Eureka Canyon Rd. It was the first time for me to ride this section of the road. The scenery changes from the redwood forest to more open grassy fields as you approach the town of Corralitos. I rode in a field of yellow flowers (I don’t know the name.)

Eventually I hit Freedom Blvd and took it to Watsonville. The problem was that I forgot to print a Google map of the region. As a matter of fact, I only had a map of Henry Coe and a bike map of Monterey. No other map. The Monterey Bike Map only covered the southern half of Watsonville, just not big enough to cover Freedom Blvd. I was lost in Watsonville. I had never been there before. I liked the place, though. It’s a nice regular coastal town, not too hippy like Santa Cruz. I went in a circle to get to Sunset SB.

The best and probably the only approach to the Sunset SB from Watsonville is to use Beach Street. It starts at the southern end of Watsonville running toward the ocean, then take San Andreas Road from the south to the park. As I struggled to orient myself, I tried to ride toward the ocean through the residential area. Finally I got to Hwy 1 at the northwestern end of the town, but I cannot ride on South Hwy 1 to get to Beach Road because it’s a freeway. So, I took a rural route from north. I found a street that connected to Beach Street according to the map. As I was riding southward, all of a sudden the road was closed by a gate saying it was seasonally closed. I asked to myself what “seasonal” means? I passed the gate and went on just to find the road went under the water engulfed by Harkins Slough! I just stood there straddling my bike in shock for a while. I just couldn’t see anyway to get to the other end. The road was completely submerged. So, I turned around and tried another rural route that also ended in a closure. That left me no choice but to go backward to the town and take a road running parallel with Hwy 1, ride southward for a few miles to get to Beach Street. I wasted about an hour and half and finally got to Sunset SB around 5:30PM.

There was nobody at the ranger station. Since I didn’t have a pen, I decided to register next morning. I went to look for a camp site. Being a weekday and off season, nobody else is camping. So, I had nearly 100 camp sites all by myself. I put up the tent on a premium spot. Then, I took a walk to the beach which was just one minute walk from the campsite over the small hill. At the top of the hill, I could see the lights from Monterey to the South and ones from Santa Cruz to the North. In front of me, the white surf was coming from and going to the dark winter pacific ocean. I had the beach all to myself. When I got to the sandy beach, I could see the twin chimneys of Moss Landing. I just dipped the tip of my foot in the water. I couldn’t tell due to the clouds, but the sun seemed to just set the Sunset State Beach.

I brought a backpacker’s stove and cookware. I had a can of soup and a piece of bread for dinner. After dinner, I found that I got cell reception. So, I called a few friends to let them know I was OK. It was dark and I could hear the surfs hitting the beach. The wind was blowing a bit harder. After a cup of hot coffee, I went into the tent. It was around 9PM. I read a copy of “Roughing it” by Mark Twain (recommended by John H. a while ago.) I noticed that it started raining and fell to sleep sometime around 10PM.

Day 2: From Sunset State Beach to Henry Coe State Park, Hunting Hollow Entrance

Since I was pretty tired, I slept well. When I woke up, I was surprised to find myself kind of floating on my ThermaRest in the

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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.

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Family Members	
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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)
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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_____ 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

Ward 6: Larry Hassett - Atherton, La Honda, Loma Mar, Menlo Park, Pescadero, Portola Valley, Redwood City, San Gregorio, Woodside

Can you or someone you know run in these wards? You need to live in the ward to run to represent it. It might be time to consider moving. In addition you may need to consider what being on the board of a Special District entails.

To effectively run you should brush up on the issues of running MROSD. There is more to it than just dealing with mountain bikers. There are budgets and lawsuits and stuff like that. Might be wise to attend a few board meetings or read the agendas to get an idea of what is involved. The board meets every other Wednesday evening at 7pm at the District offices in Los Altos. In addition, there are a number of other meetings that often take place during the day. It might be wise to check with your boss and significant other if you can take on a fairly serious time commitment. It must be at least ten hours a week, and the pay is only \$100 per official meeting so that is probably no more than \$5,000 a year.

Many of us may have skeletons in the closet. Tickets for breaking the rules of the district, or doing drugs or anti-government activities may come out in the light of the election. If these things are secret and you cannot spin them in a positive light, perhaps running is not a great idea.

When you decide to run, you need to get your campaign in order. I think it is advisable to incorporate your campaign so you can take donations. I might know a lawyer or two who would help pro bono, or I can lend you a book. In addition, Marin based Acces4Bikes is registered to help with bike related political campaigns whereas ROMP, IMBA and other 501.c(3) organizations cannot be of much help without risking losing tax exempt status.

Obviously, talking to some people or perhaps even hiring a campaign manager can make the difference. At the very least, make a web site. State your platform. Then in the Spring of 2010 you need to fill out some paperwork available at the district office and get some 250 signatures of registered voters and then you are on the ballot. Then you need to campaign. You need to get people to vote for you, not the incumbent. If you are lucky, the incumbent won't run against you and you are just a shoe in.

The process is simple, but the time to start planning is now. Even if we don't win, running against the incumbent can swing the political agenda more towards our interests. Running for the MROSD board or San Mateo County Parks Commissioners may be the easiest way to improve bike access on the peninsula.



Pete Siemens



Mary Davey



Nonette Hanko



Larry Hassett

They'll try to get you to write letters, or even worse have you sign off on things they write, because they don't think you can write a coherent opinion for yourself, so they suggest you freely plagiarize from them to say hey Mr. Landmanager-dude, how about throwing us a little bone here, cos' we are fricking starvin' our skinny little mountain biking asses off for just a little bit of sweet single-track, come on man, be nice, and quit being such an @&\$-hole all the time, I mean crimony it's not like we're askin too much what with all such and such goin downere and there. And hey mister or misses ranger dude don't point that radar gun at me again or I'm going to have go ride somewhere else where you can't find me. Hah!

Next thing you know they'll rope you into doing their work for them. They'll get you to join the Hitler Youth Bike Patrol and wear brown shirts, and fix you up with a bunch of heavy stuff to lug around, like radios, lights, a seam-bursting first-aid kit, extra food and water, extra maps, and dig this, heavy rules and regulations too. Try this one out for fun: Hang out at a card table at the bottom of some groovy trail where dozens of stoked riders snicker as they go by, "Look at that dork!", with a sign that basically says the same thing, "Share the trail".

And then you can join the volunteer trail maintenance drudge where you basically consign hours of time towards what DUI people do because they have no choice in the matter. It's called community service.

This sort of service is basically no better or creative than cleaning toilets. You can only do so much with the trail standards. After all, no matter how well you clean it, it is still a toilet. And just like the DUI people on these work days you meet folks from all walks of life that you could care less about anyway. After all why would you want to hang around with some random losers, meth-heads, and hardened drinkers, who would rather spend all day dicking around in the dirt and bushes for some impoverished and misguided park when you could be loggin some killer ride?

Yeah, all that, but really doing a volunteer gig is a way to work off some bad karma debts that you may have piled up in arrears. You just don't have to work that hard at it, because it's not like a job or something, or you're getting anything really important done. So it's easy not to make a difference. Just let everyone else do the dirty work. Don't believe in it, and see what happens? Nothing, see, just like I told you. Nothing is going to happen if you don't do anything.

"It is better to give than to receive."

What is volunteering? Is it just a waste of your time? A waste of your money? A waste of resources? A misguided foray into the cryptid filled fetid jungles of self-deception? Nothing happens.

This essay will describe volunteering as a social behavior within a community that has both negative, positive, and benign aspects. It will also describe volunteering as an agent of change, frequently resulting in disappointments, and as something that has a monetary equivalent, namely a drain on the wallet. It will conclude with a hypothesis that people discover things about themselves they did not know about, such as ignorance for starters, and might not appreciate knowing about. And further hypothesizes that people meet others that change their lives who they do not agree with at first, and sometimes later with fists, through volunteering, and that these experiences are at least as invaluable and considerably distressing as the voluntary contributions they made, before they wake up in jail with a hangover.

We'll start with a few famous statements: "We must all hang together, else, we shall most assuredly hang separately." - Benjamin Franklin. "You're either part of the solution, or you're part of the problem." - Eldridge Cleaver

Okay, so from a mountain biker perspective, why would you want to volunteer to advocate for trail access, do trail work, help run an event, or what have you? Why? Well hell, really, it is a waste of time, because mountain biking is really not very important. There are so many more deserving charities and problems in this world. Besides, volunteering takes time away from the act of riding and fiddling around with the intricacies of bicycle paraphernalia, and sharing all the cool internet photos, videos, and stories about your rides. By volunteering you will meet with people who have incredible histories of riding who will make your stories pale and shameful and disappointing to recount in comparison.

And really who do these people think they are who go out and appoint themselves as totems of a disorganized antagonistic community of mountain bikers and proclaim on behalf of this mythical "community" in meetings and workshops the desires and criticisms of a nebulous stake-holder group? Why should I send these people money to maintain a membership in a puny society of bike geeks, confused tree-huggers, tofu eaters, SUV driving climate changers, orthopedic experts, and emaciated cross country riders, and the like? Why should I join a group which seems to be as ineffective as the dung beetle in sewage treatment and



VOLUNTEER

has a history of futility when it comes to the real issues and the real kind of dope riding experience that I would be jazzed about instead of this lowest cretin denominator conformist mindless-pap trail building that goes on around here? Maybe I would support them if there was some sort of totally bitchin' system of ladders and see-saws and honkin' 70 degree banked turns for 15 miles over an awesome boulder field and gondola service to the top that they could come up with that I could ride on for basically cheap or free. Yeah, I want to see some free-riding. Then maybe I'd join in.

Afterall, what does it get you? I mean when you show up to volunteer the first thing they do is ask you to sign something that they call a waiver, which basically emasculates you of all your rights and states in legal terms that if you hurt yourself, it was because you hurt yourself, and the thing your volunteering for

didn't have anything to do with it. Well, duh!? They don't give you anything, except maybe on rare occasion some stupid ding bell that scares the living daylight out of horses and hikers when pealed from behind, or some cute little impossible to open pill case that has useless tape innertube patches in it that hold the air in the tube about as good as jeans keep farts from getting out, or some reject bike parts and tires that don't fit any known rim, or ancient and garish articles of clothing in sizes that fit no person in existence

that nobody in their right mind would consider wearing in public anyway.

But they'll tell you that they are giving you an opportunity to contribute to the trail community, to share in the common utopian delight of synergistic confabulism. Oh the joy! Yep I can see it, like the lamb sitting down with the lion, it'll be the ornithologist having a love-in with an armour clad DH dude. I mean, come on, obviously they have this in common: They like seeing things fly in the air. They'll tell you that common ground is good ground, and it makes a good platform to build jumps from. All together we'll spill over the lip of faith and launch into a bold new future of concorde-like speed towards a blissful coexistence, into separate parks and preserves, as far away as possible from each other.

But at night, or sometimes in the morning, these places all interconnect, and get explored anyway. We go looking for owls and bats instead of towhees and warblers.

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GIANT SALAMANDER TRAIL IN ECDM NOW OPEN

By Josh Moore, President

The Giant Salamander trail at ECDM reopened in April, and I got a chance to get out there and ride it.

My route took me from Skeggs point along Tafari and then down fir and past the top of Resolution all the way to Methuselah. This section of Fir is pretty steep, a little rocky and out-sloped in such a way as to make it reasonably challenging. On the original hydrology maps, it is slated to be closed at some time in the future. I am not sure of the status of that now.

I headed down Methuselah finding some air off the water bars until I got to the northern end of GS trail.

This end of the trail was finished last fall and was covered with straw and much slashing to bring the width of the trail in the twenty foot corridor down to a pretty consistent three feet. The sign at this end says it is 0.9 miles to the other end.

From here the trail descends and winds and undulates with great flow over three fairly large bridges and two or three puncheons where it crosses significant headwaters of the El Corte de Madera creek. This section of trail is really sweet!

From there the trail climbs out of the creek at a consistent pitch of probably 20%. MROSD staff did a nice job in a challenging alignment to incorporate grade reversals through this section. While not the fastest rider, I pride myself on my ability to clean short, steep and technically challenging sections. This one is both challenging and doable.

Towards the top of this section, the trail was built two years ago, and already numerous small plants are sprouting in the slash beside the trail. It is my opinion, that in a few years the slashed sections should

have substantial new vegetation and will not be a reminder of the cranes and front loaders that were in this corridor to remove an old and undersized culvert.

Eventually the climb becomes more gradual and you meander through the young redwood grove at the top of GS where it joins lower timberview. There a sign states that in the other direction the trail is 1.3 miles long.

I headed down a ways so that I could better recall the time I took south leaf to Virginia mill and then up timberview to the southern end of GS. This climb as I recall required some significant effort but makes a great loop.

The other way to get to the southern end of GS is to descend Timberview from the bottom of Manzanita or Crosscut trails. MROSD moved this end of GS further down the Timberview fireroad making it a glad mile descent from the terminus of Crosscut. This descent is known to be popular with rangers with radar guns.

At this point, I tried the new Giant salamander in the longer, south to north direction. It starts with a meander through the redwoods, followed by some nice float descent, and a hair raising switchback into the bridge section. After the first couple bridges the trail descends rapidly over the big grade reversals reminiscent of parts of the mid-mountain trail in Park City. This is a challenging section in both directions.

Overall, I think the new GS is a great example of world class singletrack in a challenging corridor. I appreciate the time and effort and big bucks the District sunk into this trail to keep it open. I am no expert but I'd guess easily 250,000 of our taxpayer dollars if not double that.

Is the new GS better than the old? Well, it is different. I have fond memories of ca-

reening down the old GS over the rock gardens within sight and smell of the creek that produced cool moist air even on the hottest days. The new GS continues to provide an important connector with good flow and is rideable in both directions. My preference might be north to south though.

ECDM Creek Trail is OPEN!

- A message from Midpeninsula Regional Open Space District

Final approval from San Mateo County Building inspection was recently obtained on the series of three fiberglass bridges on ECdM Creek Trail East. There is a minor amount of work still to be accomplished on the upper trail but nothing that will prohibit use by the public. Enjoy!

There are no plans to work on the Fir Trail at this time due mainly to its distance from any watercourse. Although it has a steep pitch and erosive sandstone surface, and has moderate to high erosion potential, the potential for fine-grained sediment delivery to a water course is very low, so it ranked as a low erosion priority in the Road and Trail Erosion Inventory done in 2004. The District has many other areas on nearly 57,000 acres of land to focus on reducing sediment delivery (in some cases, roads providing 100% delivery of sediment to the aquatic environment) and those sources will continue to be our high-priority targets for restoration work.

The staging area at ECdM is one of our many active projects. We have had staff turnover so many projects will be delayed. We are seeking grant funds to implement construction but that won't likely happen until 2012.

ever, the wheel was OK. All the impact was taken by a reflector on the spokes. The reflector flew off. I stopped and took a U to pick the reflector up since it is quite good for safe riding at night. Then, I saw a car coming. So, I stopped to let the car go. The car ran over the reflector and broke it into million pieces right in front of my eyes. It was just like one of those Looney Tune cartoons.

So, I kept going. The fog started filling up. It was just like a Chinese brush painting. All the grassy hills with oak trees were floating in the clouds and covered by fog in the quiet rain. The higher I climbed, the windier it got. It was raining constantly. On the way, a few cars drove by. They clacked open the window and cheered me up. Near HQ, I could see small blocks of the ice by the side of the road. I didn't think how tall the mountain where HQ was located. It might be cold tonight. I was a little worried. Maybe it's almost the same as camping at Mt. Madonna.

Finally, I got to the HQ. I took a single track connector trail from the overflow parking to the HQ building. It was 5:30PM and HQ was already closed. Nobody was around. There was a car parked there, indicating a hiker or a backpacker still out there. Other than that, nothing else. The wind was blowing really hard. I was drenched in rain and in sweat, and was shivering with cold. I scouted the camp grounds for a site in the rain and the wind. None of them looked good, very wet and the rain water was running. The wind was so strong. In fact it was like a storm with strong gusts. I was afraid that my tent would not stand the storm as it was very beaten up. I also could not put the tarp over the tent because of the strong gusts. So, the tent would leak and I would be very wet. Probably I would be able to swim in the tent by the morning if I still was alive by then.

I saw a few shacks that were locked. I also found a shack with dirt floor and without walls. This place could keep me dry, but could I just camp here? I tried to talk to some one in the mobile house near the

camp ground, but nobody seems to be there. I knew that the ranger's house is on the top of a hill near by. So, I rode up there and knocked on the door. The ranger came out, I explained to him the situation and he kindly told me to use the shack and keep myself dry.

I went back to the shack with no wall, and started to unpack. The shack was quite big, about 15 feet wide and 50 feet long and had a several picnic tables in it. Actually, it had the walls on the west and the north ends. It was dry and nice. However, I was too cold to unpack. My fingers were numb. I wanted to use my camp stove to warm my fingers. The stove was in the BOB trailer bag, but I could not unhook one of the two latches on the BOB trailer bag because I could not feel my fingers. I was really wet and cold, and was shaking pretty badly. The bag was still attached to the trailer on the front end with the strap, but I opened the bag from the rear end and squeezed out the camp stove. With fingers that had no feeling, I attached a canister, put it on a picnic table and barely turned it on. Gosh, it's so warm. I eventually could move my fingers, sensations were coming back.

Now, I could put the tent up. That's what I did next to shelter myself from the cold wind. I had to work quickly since the strong gusts blew once in a while and made whirlpools of air in the shack. Once the tent was up and the fly secured, I threw my sleeping bag and clothes in. I took the wet cloths off and jumped into the tent myself. As soon as I went in, a very strong gust blew and the tent almost flew up! Well, if I wasn't in there, it could've because I don't use any spikes to secure my tent to the ground. I lost the spikes long ago and haven't been using them. That's why my tent flew away at Sea Otter Classic a few years ago. Well, I digress.

I put on a set of my dry clothes. I only had corn chips for dinner. No more cans of soup. Since it was blowing outside, I put my stove in the tent and made a cup of hot coffee and warmed myself. It was nice and dry! I really appreciated the ranger for

letting me stay there. Otherwise I probably had to go home, but it could've been very bad since I was soaking wet and cold. I don't know if I could've made it home. I learned his name later, Ranger John, but I had met him before at one of Coe trail works at Dowdy Ranch. He is a very nice person. He remembered me too.

Later, I snuggled in the sleeping bag, enjoyed Mark Twain and had a cup of hot black tea. The gust blew almost at regular intervals, once a minute or so. It would last a full 10 seconds each time. I noticed a truck drove by. It turned out that Ranger John was checking on me to see if I was OK. Thank you, Ranger John!

Day 5: From Coe Headquarter to Home

I slept very well. It turned out to be a warm night due to the cloud cover. The gusts blew all night long and it was still somewhat gusty in the morning. It was raining steadily, too.

I went to the headquarters building to find out the weather forecast. There was a volunteer and he let me charge my cell phone as I forgot to turn it off at Morgan Hill the battery drained due signal searching. As I was having a tour of the exhibits about Henry Coe and his ranch, Ranger John came in with his son. We chatted about the park and the trail work. He showed me a printout of the detailed weather forecast. It was 90% rain in the morning and 70% afternoon. It would be raining about 70% all day on the next day, Tuesday, and finally the dry weather would come on Wednesday. I must've picked the worst weekend to do a bike trip. As we spoke, the rain stopped. I thought of packing up to go, but Ranger John said it would start raining again when I finished packing, and that's what exactly happened.

I packed up and left Head Quarter around 10:30AM. It was raining pretty lightly. And it rained on and off all the way back to home. The route I took was the opposite of the one I took yesterday. I took Dunne Ave back to Morgan Hill and got to Wil-

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peanut butter and jelly (without bread as I ran out of it), the rain stopped. I just jumped out and packed everything. I decided to go to the Uvas Canyon Park to camp for the night. I noticed the water level of the creeks was lower. Now was the chance to get out of here! I studied the creek to see which line gave me the shallowest path. Then, I just rode in on my bike with the trailer. Yes, I got it. I was safely on the other side without getting wet.

Then, at the parking lot, I noticed a pair of back packers who had just returned to their car. They were pretty surprised to see me. They told me that they had come in Friday night just as I had. They were hardcore backpackers.

As I left the parking lot, I felt strange. The trailer wasn't so stable. I stopped on the side of the road and checked my bike. The quick release of the whole rear wheel was loose and the rear wheel with the trailer hitch attached came off. I was surprised. I had to unload the trailer to remove it from the bike as it was pretty heavy. After removing the trailer hitch from the rear quick release skewer, I had to re-tighten the skewer to the bike's dropout. After it was secure, I reattached and re-loaded the trailer. At that point, the pair of the backpackers drove by and asked me if I needed any help. I thanked them and said that I was OK. I asked them if they had been able to stay dry. They just smiled and said that it had not been so successful.

I started again. Now the bike and the trailer were stable. I felt good. Then, all of a sudden, it started raining again! And this time it didn't stop at all. It just kept raining like cats and dogs. Well, I was beyond the point of no return. All I could do was keep going. I got to New Ave and kept going north until I hit San Martin. I could see cherry blossoms and plum blossoms along the way. The spring is coming, not so soon, but it is surely getting there. Once I got to the town of San Martin, I dropped by a corner store and bought two

bags of corn chips and a bag of potato chips. That would keep me alive for the next two days. Well, I felt a little guilty as buying the foods on the way was like cheating.

I continued on San Martin westward and turned onto Santa Teresa Blvd. At an intersection, I found a shack and went in to ask a direction to Uvas Canyon Park or Reservoir. The lady there who was selling the flowers didn't know the details, but told me that the road right in front of the shack would take me to the reservoir. So, I took the road. As it turned out, it was



Watsonville Rd that I had taken from Mt. Madonna Rd a few days ago. I wanted to make sure how far I had to ride. So, I asked another person I saw in the yard of the house by the road. He knew the park. In fact he rode his bike there last summer. He told me that I would hit Uvas Road in two miles. Then, turning on to Uvas Road and riding a few miles will take me to the Uvas Reservoir. From there, I should ride another three miles or so to Croy road. That would take me to the Uvas Canyon Park through a winding 4-mile uphill. The total will be about 12 miles. So, I thanked him and started again in the rain. I eventually got to the reservoir and took a break to eat some chips. It was raining very hard. I recognized the place from the Tierra Bella Century. Again I kept riding on Uvas Road until I got to Croy. Then, I found a sign saying that the Uvas Canyon Park was closed for all accesses for the season. D'oh!! Now I was in trouble. Where should I go to camp for tonight? Should I go back to Hunting Hollow? Or should I go over Mt. Madonna Rd to again Sunset State Beach? Or should I stay at Mt. Madonna. I had to give up Mt. Madonna

Park because I didn't have enough clothing and gear to sustain the coldness at the top of the mountain. Remember the snow? I thought of Sunset State Beach. I just didn't go there because I thought that it would be very very wet to ride back over the Santa Cruz Mountain tomorrow. It turned out to be true as Santa Cruz Mt got 4 inches of rain fall on Monday as I found out later. It also wasn't so attractive to go back to Hunting Hollow after staying there for two days. So, I decided to go up to Henry Coe Headquarters and camp there. Well, actually, I thought of going home. It was just crazy. It's raining hard and cold. I didn't know why I was doing this. Then, I just got to do it.

Then, I got lost again, haunted by the fact that I had no map. I recognized some roads and junctions from Tierra Bella, but couldn't tell which way to get back to Morgan Hill and to Coe HQ. I kept going on Uvas Rd which eventually turned into McKean Rd. I knew that the McKean would turn into Almaden Exp Way and lead me to San Jose. That's not what I wanted. So, I made a Uturn and went backward on Uvas Rd. Then, I took Oak Glenn Rd and rode along Chesbro Reservoir. Eventually I hit Willow Springs Road. I'd remembered Paul mentioned about this road. So, I took it. It was a nice country road through hills that reminded me of typical Coe. I could see stables with horses and ranches with cows. Eventually it hit the residential area and Hale Road. I took Hale Southward and eventually got to Morgan Hill through Monterey Hwy. Then, I took Dunne Ave, crossed Hwy 101. Well, I'd crossed Hwy 101 three times that day. I started climbing.

It is more than 10 miles of uphill to HQ at 2,600 ft. The winding narrow road took me by Anderson Lake. I passed a bridge. Then, all of sudden I could hear and see the rocks rolling down from the hill on my right. It's a land slide! Well, just a few rocks, but a small one hit my helmet and one of the bigger ones, probably a size of golf ball hit my front wheel really hard. Bang! Well, I was OK, but was spooked. It had never happened to me before. How-

flooded tent! I had brought a big tarp to cover my bike and trailer. The tarp was very large. Even though it was folded in half and some part of it was covering the bike and the trailer, there was plenty of it left unused and covering the ground. So, I put the tent on top of the unused section. That was a big mistake. The tarp collected the rain water which then seeped into the tent. Note to myself; no tarp under the tent. Luckily, the sun came out around 8AM. So, I was able to dry the tent, the sleeping bag, and other clothes. While they were drying, I again went to the beach. I saw a guy jogging. The ocean was calm. I just hung around for a while.

My plan was ride to Henry Coe State Park in Gilroy / Morgan Hill and camp there. Then I would attend the trail work led by Paul the next day.

After packing up, I left the campsite around 10AM. I registered at the ranger station. It was only \$5 because of bike/hike-in camping. The drive-in camping costs \$25. I chatted with the ranger. She was knowledgeable about the weather pattern in the region and advised me of a coming storm. She also warned me to watch out for crazy drivers on Hwy 152, especially on the way down from Hecker Pass to Gilroy.

As I pedaled on the Beach Road back to Watsonville, it started raining. As my Monterey map did not cover all parts of Watsonville, I asked a pair of gentlemen leaving a church the direction to Hwy 152 towards Gilroy. Now I left Watsonville for Gilroy via Hecker Pass. It was raining on and off and sometimes the Sun came out. As I climbed, I could see the ocean and Watsonville. Hwy 152 gets a lot of traffic and a lot of crazy drivers. There is little curb. I was pretty scared when cars and trucks zipped by. Eventually, I noticed snow on the sides of the road! Yes, I got to Hecker Pass and it had been snowing last night. The snow was more like hail. It consisted of large chunks.

I saw the sign of Mt. Madonna County Park. Since I didn't feel safe going down Hwy 152 and I had never been to Mt. Madonna, I decided to drop by. It was a pretty steep uphill to the park entrance and I had to push really hard with the trailer. At the entrance, I talked to the ranger. As I explained my situation about fear of Hwy 152, the ranger gave me a map and recommended a detour to bypass the most dangerous part of Hwy 152. I really was lucky and thankful to have talked to him. The detour took me along Pole Line Road for 2 miles from the ranger station to the intersection with Mt. Madonna Rd. Actually Pole Line Road turns into Summit Rd beyond the intersection. Mt. Madonna Rd goes back to Watsonville to the west and descends to Gilroy to the east. It is an unpaved county road. As I descended, I was surrounded by the redwood forest in fog. It was very beautiful and I wish to come back to hike there. It's a shame that it is not open to bikes, but I felt that it's OK. It just is a kind of place for hiking in tranquility. Well, we have Skeggs if we want to bomb the trails like these.

Eventually Mt. Madonna road turned into Redwood Retreat Rd. The scenery changed from the redwood forest to Coe-like open ranch lands with oak trees. Turning right onto Watsonville Rd would take me back to Hwy 152, but I bypassed the most dangerous downhill section. It was a very nice ride to Hwy 152 through ranches and fields of flowers. It was raining very lightly and I was in such good mood that I started singing songs, "Raindrops keep fallin' on my head, But that doesn't mean my eyes will soon be turnin' red, Cryin's not for me, 'Cause I'm never gonna stop the rain by complainin', Because I'm free, Nothin's worryin' me...." Nobody was listening and I had a great time.

Well, this time, though I didn't have a map, asking people guided me well. I was now in the downtown Gilroy. I asked a lady by the flower shop how to get to the Factory Outlet. She guided me half in English, half in Spanish. I thanked her and took off to Leavesley Rd. From there, I

knew the route by heart. I'm heading toward Henry W. Coe State Park's Hunting Hollow Entrance.

Via New Ave and Roop Rd, I got there around 3:30PM so that I had enough time to scout for a nice camp ground. It is not allowed to camp in the parking lot. So, I had to ride into the park. However, due to a few days of heavy rain, the creeks were swollen and it was difficult to cross. I crossed one and tried to cross another, but hesitated to do so. It was too deep. I found a shallower path on the right side, but it was risky as it was rocky and overgrown tree branches were hanging out. I judged it to be too risky. If I stalled and fell, all my things would be wet. So, I decided to search for a camp site between these creeks. I found a few spots with grassy surfaces at the high points. They seemed to drain well and were not muddy. After avoiding cow patties, I settled down to a spot. I put up tent and this time I didn't put the tarp under the tent. I just covered the bike and the trailer that were laid down by the tent.

When I had a dinner of another can of soup and bread, it was around 6PM and getting dark. It also started raining again. Had a cup of coffee and went inside the tent. I took a nap for an hour or so, woke up and read more of Mark Twain. Those wild animals like coyotes, dears, mountain lions, etc. must've felt weird by hearing a human laughing his butt off in the middle of wilderness at night. I had a great entertainment from reading the book. No TV, no radio (my radio stopped working by then due to wetness), no internet, but I enjoyed reading about Mark Twain's adventure from the East Coast to Sierra on the stage coach trip to Lake Tahoe, wishing to strike it rich in silver mining at Humboldt, etc. I overlaid my meager adventure on his great adventures and dreamed of traveling with him.

I went out to pee around 9PM. It was clear. I could see stars, Orion, Big Dipper, A shooting star! I made a wish as quickly as possible. I slept soon.

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Then, I woke up around 2AM. The tent was leaking! Rain water was dripping from every corner of the tent. It was a summer camping tent and had lot of mesh surfaces. The water seemed to be seeping in from those mesh sections even though I had the fly over the tent. I jumped out of the tent, unfolded the tarp, and rearranged it to cover the whole tent, the bike and the trailer. It was kinda funny. It was like doing huge Origami in the darkness in the rain, running all over the place. Actually I wasn't folding the Origami paper. I was unfolding it. It was a success. It kept me, my bike and the trailer dry. Note to self; tarp not under the tent, but over the tent.

It got windy too that night. I placed large rocks at the edges of the tarp to secure it. It stayed over the tent and the bike over night. It was fairly cold in the early morning, but I felt OK because I wore 4 to 5 bike jerseys under my thick poncho in the sleeping bag.

Day 3: Trail work at Henry Coe

After breakfast, I wore my rain pants and GoreTex jacket and hiked to the parking lot to meet other trail workers. Since the creek between the tent and the parking lot was flooded, I had to hike around and hop over a fence by a bridge to get to the parking lot. Though it was rainy and Valentine's Day, the turn-out was good. There were eight of us, including the regulars like Chris, Charlie and Roy.

Paul gave us the orientation. Due to the rain, we would be working at Jim Donnelly Trail instead of Kelly Cabin Trail. JD is a short hike from the parking lot. However, we had to cross 4 to 5 creeks which were swollen due to rain. Paul and Roy rode their bikes to the site. Paul was towing another of ROMP's BOB trailers with the tools in it. The rest of us hiked. Each of us carried two tools, one on each hand. To avoid wetting our feet, we had to hike cross-country on cattle and deer trails on the hill side. It wasn't easy at all. It was slippery and very steep both up and down.

In addition we had to squeeze under barbed-wire fence several times to bypass creeks. It was more like a military drill than a hike.

We started re-routing the trail head of JD. We blocked the old trails (there were two alternative entries) while we cut the new trail. It was a short section of about 30 feet. While we were working, Brian W. joined us. He rode in with his bike. We finished in 30 minutes or so. We moved on to work on higher sections of the trail.

It was typical of Coe, a fall-line trail. Paul led us to scout and flag new alignment. The new trail would wind around the fall-line trail with many switchbacks to reduce the grade and follow the contour lines. After flagging, we removed organic materials off the new alignment with McLeod. Then, we started cutting benches with cutter mattock and removing dirt with McLeod. We spent time packing the trail bed with McLeods and crafted the switchbacks by curving and shaping it little by little. Finally, we finished it. It was amazing as we finished nearly an eighth of a mile of the new trail in a few hours.

Now, the fun began. We test-rode the trail. Paul, Roy and Brain tried first. While they rode up and down, they made comments about the trail. I borrowed Roy's Epic and tried it out myself. I rode up to the top of the new section and rode down. It was a blast! I had too much fun going through the switchbacks. So, I tried again. Though I almost endoed at the exit of the last switchback as my front wheel hit the right edge of the trail. My excuse was that Roy's bike tended to go toward the right ;) I even tried a third time with Paul's bike. I was a bit scared as it had V-brakes and didn't stop well.

After the fun, we hiked back the same way to the parking lot. I was chatting with Paul, Roy and Brian who rode in on their bikes. The others got started hiking back. When I noticed I was only hiker still at the site, I hurried to catch up with the other hikers because I wanted to beg for some food as I was running out. I was too late.

After the exhausting hike, most of the prospective trail workers with food such as potato chips were gone. Paul offered me some nuts, but I politely rejected the offer as I had some nuts. So, my scheme to get a new supply of food was foiled.

Paul, Chris and Roy who car-pooled and Brian were the only people at the parking lot when I got there. Since I was planning to go to Uvas Canyon County Park to camp tomorrow and did not have a map, I asked them for directions. Because the park isn't such a popular place, it was a difficult task. Chris had been there, but did not know exact route to get there from Coe. Paul was not so sure, either. Chris summed it up pretty well. How could I go on a bike trip without a bike map? D'oh!

I said goodbye to them and hiked back to my tent. Earlier I could have stopped at my tent instead of going all the way to the parking lot from the trail work site. However, I went to the parking lot hoping to get some food. Now, I hiked extra mile for nothing! I was disappointed and, well, hungry. Now, I have to start rationing my food to stretch the supply. I had only two cans of soup left. I also had a loaf and a half of bread, some nuts, dry fruits, and an energy bar. Not enough for the next two days....

I brought a filter with me. So, I filtered the rain water that was collected on the tarp for making coffee and for tomorrow's ride. I had a can of soup and half loaf of bread for dinner. As usual, I read Mark Twain and had good laughs again. It was raining on and off. Actually it was like that all day even during the trail work. I slept around midnight. I couldn't sleep well that night; maybe it was a bit cold. I also was pretty hungry later on. I woke up around 1AM, had some nuts and went to sleep again.

Day 4: From Hunting Hollow to ??

I woke up around 7AM. It had been raining over night. I wondered if I should've stayed here and called it a rest day. After the breakfast that consisted of eating just

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tain bike community and people were shocked, angry and surprised.

There are several reasons for the crack down. Ranger staffing levels have increased since October. These aren't new positions. Cowell has been understaffed for many years. There were a few mountain biker rescues by State Parks Rangers in recent months involving a concussion and a tree impalement. Neighbors from Felton have been complaining about the large number of shuttles.

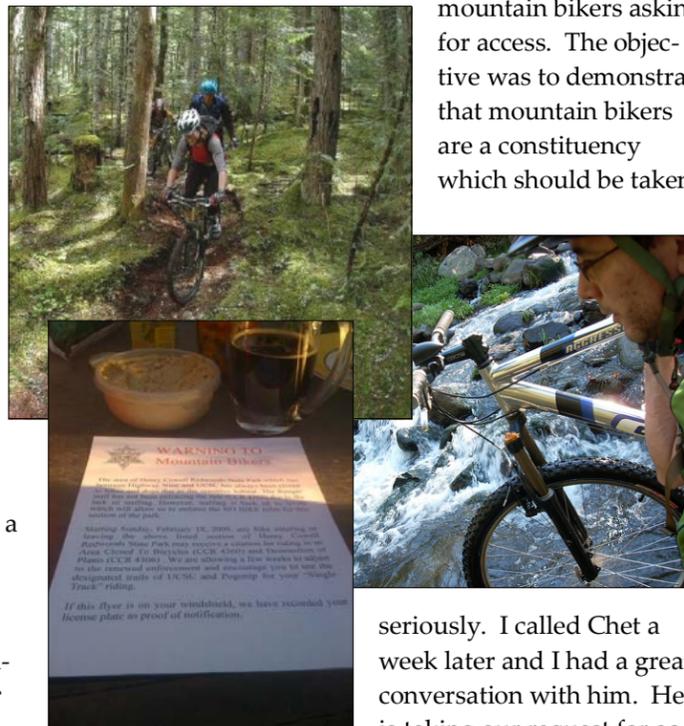
MBOSC was ready to handle this "crisis". We contacted our local state parks officials and IMBA California and opened our monthly meeting in February to discuss this issue and come up with a strategy to deal with it. The meeting was very well attended and local mountain bikers demonstrated their concern for access. The major outcome from the meeting was that we were going to request an open dialog between the mountain biking community and the District Superintendent to request more legitimate access for mountain bikes.

This wasn't the first time that we have engaged State Parks for more access. MBOSC origins in the mid-90's were to help acquire and open trails on the Gray Whale properties which were added to Wilder Ranch State Park. We are still waiting for the Gray Whale trails to be opened. A few years ago, MBOSC submitted a proposal to convert 24 miles of single track and 12 miles of fire road to multi-use. These trails/roads are currently off limits to bikes and are located in Big Basin, Castle Rock and Fall Creek State Parks. This proposal asks our local State

Parks district to objectively evaluate these trails for mountain bike use. Due to staff turnover and a lack of State Parks resources, the local district has never given our proposal any real effort despite numerous emails, phone calls and meetings.

We drafted our open dialog request and submitted it to District Superintendent Chet Bardo and cc'd his 2 superiors. We mentioned that we would be willing to rent a hall and invite about 200 angry

mountain bikers asking for access. The objective was to demonstrate that mountain bikers are a constituency which should be taken



seriously. I called Chet a week later and I had a great conversation with him. He is taking our request for access seriously and has promised to make

creating more legitimate mountain biking opportunities a high priority. We didn't need the open dialog to convince him of the need for more trails. He delegated handling our proposal to the interim Superintendent for the Mountain Sector and I have been working with him ever since.

There are two very positive outcomes from this situation: 1. They will be changing their program on the back side of UCSC from enforcement to education. This means that they will be patrolling the area but they will not be issuing citations by default. 2. They are in the process of hiring a permanent Superintendent for the mountain sector and his highest priority will be to work with the mountain bike community to create more legitimate

mountain bike trails. This is a huge concession to the mountain biking community and a recognition that mountain biking has been increasing throughout the parks. This is not going to be a quick or easy process and be prepared for setbacks and push back from other community members. However, this represents a new level of reaching out to the mountain biking community from our State Parks District so future access looks positive.

Our District State Parks have been filling their vacant positions recently and they have a new trail and roads coordinator, an environmental scientist and a couple of part time resource ecologists. They have filled all their vacant Ranger positions and are actively seeking a maintenance chief. They anticipate that the Sector Superintendent position will be filled in mid-May. These are the people we will be working with in order to create more legitimate riding opportunities.

What they don't have is funding and the mountain biking community can help make up for that shortfall with donations, labor and trail design and building expertise. The local riders and bike industry should partner with our land managers to create a legitimate network of trails throughout the county.

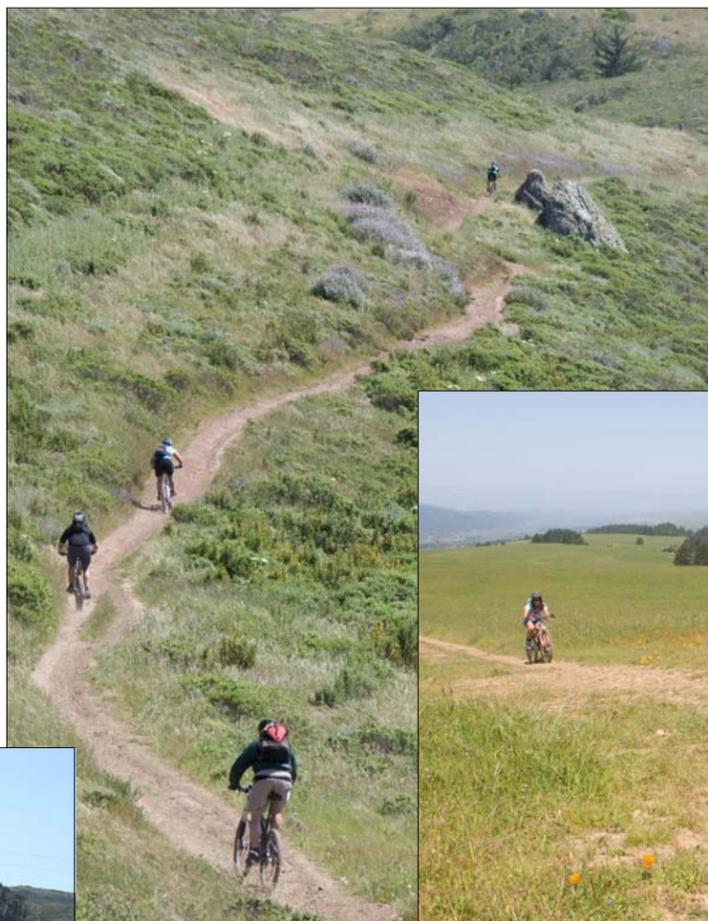
We are looking at a very bright future for mountain biking in Santa Cruz County. The BLM Coast Dairies properties and our local state parks have land managers who are friendly to mountain biking. There has been some great work by Jesse Nickel with the jump/skills community. The local bike industry is world renowned. The Amgen Tour of California has shown the city of Santa Cruz, the Visitors Center and the Chamber of Commerce that cycling and events represents a huge economic opportunity and they are looking for ways to capitalize on it.

It's a good time to be a cyclist in Santa Cruz County.

RIDGE TO BRIDGE RIDE

By Henry Pastorelli

A group of 7 south bay riders and ROMP members attended the Bay Area Ridge Trail Council's 13th Annual Ridge to Bridge ride in Marin on April 25th. The ride is 28 miles and 4500' of climbing and runs north to south along Bay Area Ridge Trail segments. Riders meet at Tennessee Valley in the Marin Headlands and are shuttled to the start at Samuel P. Taylor Park. From the park, it's a mix of bike path, fire road, single track and some road. The ride is incredibly scenic as it passes through



meadows, redwood forests and coastal shrub lands and is a great way to see a large amount of trail without hassling with shuttling cars. Volunteer ride leaders and sweeps eliminate the need for route finding and numerous rest stops and lunch are provided.



The BART is doing good work and this fundraiser ride is a good way to support them. I believe their continued commitment to multi-use access is one of the reasons we have such nice trails in our area. They might also help to open up new areas to cyclists (think La Honda Creek).

C A L E N D A R

Meetings

ROMP Business Meeting

Fourth Monday: June 22, July 27, August 24, September 28
07:00 PM (2:00) Fourth Monday of every month. We will be meeting at Kapp's Pizza Bar & Grill. 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
Location: Kapp's Pizza Bar & Grill 191 Castro St Mountain View CA 94041
Contact Information: Josh Moore 408 420 7342 president@romp.org http://www.kappspizza.com

Special Events

Tahoe Epic Weekend

August 14-16
This big event is back. It will be part trail work and part riding for the weekend. There will be people coming from several NorCal Clubs. It should be good!
Contact Information: Josh Moore 408 420 7342 president@romp.

ROMP Pumpkin Ride

Saturday, October 24th
Planning In Progress. Location is TBD.
Check the website or email list for upcoming details

Rides

Fremont Older after work

Every Thursday, April - September
06:00 PM (2:00) C/INT/10mi/2000'
Meet at the main Stevens Creek Co Park parking lot off Stevens Canyon Road about 1 mile south of Stevens Creek Bl or 2 miles south of I280 in Cupertino. Take the Foot-

hill exit off I280 and head south. Be ready to ride by 6PM! Ride length will depend on available daylight. We usually go someplace afterwards for food, so if you're interested in that, bring \$\$\$. The pkg lot charges for parking, but you can also find street parking in the nearby neighborhood and ride to the start. For more info, Glenn or Linda at 408-257-8284.

PTB Wednesday Wrides at Waterdog

Every Wednesday
06:30 PM (2:00) All Levels
Please remember to put a light on your handlebar and have a blinky ready for the ride back to the shop! *Riders queuing up for the launch of the Wednesday Wride*
Check passiontrailbikes.com for ride levels and times. Note we may not have leaders for each ride but usually someone knows their way around. All groups will meet back at Passion Trail Bikes right around dark for the usual story telling & beverage enjoyment. We will have stuff for the BBQ along with some carbo laden side dish, chips and fatty snacks and EANABS to pair up with the Devil's Canyon Brewery's Full Boar Scotch Ale, Silicon Blonde Ale, and Little Devil Root Beer. We will hang out until about 10pm, so come on down, even if you can't make the ride! Passion Parties are better with YOU in the mix!
All rides start pedaling from the shop: Passion Trail Bikes, 415 Old County Road, Belmont, CA 94002 650-620-9798. For all the details please email us for info at info@passiontrailbikes.com.

Rancho Canada Del Oro Night Ride

July 24th The OSA hosts more night rides. The First 50 registrants get to go starting at 8 PM. The preserve will be open to all mountain bikers 18 years and older from sunset to 11:30pm. This is a free ride, ride at your own pace. More information can be found at openspaceauthority.org

ROMP MBOSC at Soquel Demo Forest

Second Sunday: July 12, August 9, September 13
09:30 AM (4:00) C/INT/12-18/2500-3000
This is the ever popular joint MBOSC ROMP Second Sunday Demonstration Forest Ride. Both clubs will meet at the green 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 few miles to the road block. Park there and ride the last mile downhill to the green bridge on the right.
Contact Information: Josh Moore 408-420-7342 mtbikes@gmail.com

Third Saturday Social and Scenery Ride

Saturday: June 20, July 18, August 15, September 19
10:30 AM (2:00) 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 steeps, 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: 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.
Directions: Take I 280 to Page Mill Rd

C A L E N D A R

2254

Santa Clara County Parks Monthly Volunteer Projects

Saturday: June 20, July 18, August 15, September 19
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

Land Meetings

Santa Clara County Parks Commission Meeting

Wednesday: July 1, August 5, September 2
06:30 PM (2:00) Santa Clara County Parks Commission Monthly Meeting - to view the agenda, actual start time (can vary), & meeting location, check www.parkhere.org, follow the Quick Clicks down to select General Agency Information, then select Parks and Recreation Commission . Look for the corresponding link for Parks & Recreation Commission Agendas, Minutes,

San Mateo County Parks and Recreation Commission

Thursday: July 2, August 6, September 3
02:30 PM San Mateo County Parks and Recreation Commission Meeting (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.

Additional meetings may be set by the Commission as needs arise. 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

Second and Fourth Wednesdays: June 10, 24, July 8, 22, August 12, 26, September 9, 23

Romp Directory	POBox 1723, Campbell, CA 95009-1723	408-420-7342	www.romp.org
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Santa Clara County Parks	Charles Jalgunas		sccp@romp.org
Web Master			webmaster@romp.org

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).

Contact Information: Phil Solk, psolk@pacbell.net

MTB-101

Sunday, June 28, July 26, August 23, September 27

10:00 AM (4:00) 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. Descent will be on a sweeping Single Track loop to the first bail-out point. Those willing can continue riding. There are several bail-out points along the way. 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 richard.a.andrews@nasa.gov

1st Ever Harvey Bear Ranch Mountain Bike Race

Sunday July 19

09:00 AM (3:00) Race begins at 9:00am.

Classes for Beginner, Sport and Expert.

Course ranges from 10-23 miles depending

on class. Fun, challenging course for every age. Space is limited to first 100 riders. On site registration from 7am to 8:30am. Helmet is required to be worn during race. This is the first time a race has been allowed there so please respect the grounds if you would like to see more races in the area.

www.svbikeandrunchclub.com/races/2009/

1st_Ever_Harvey_Bear_Ranch_Mountain_Bike_Race.aspx

CANCELLED: 4th Saturday Beginner's Clinic

Saturday June 27, July 25, August 22, September 26

01:00 PM (3:00) Check ROMP website or email list for updates.

Social Events

Bike Repair for the Community

Saturday: July 11, August 8, September 12

10:00 AM (4:00) 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

Trail Work

Wilder Ranch Trailwork

Sunday: July 5, August 2, September 6

09:00 AM (4:00) First Sunday Every Month. See trailworkers.com for more information.

Henry Coe Second Saturday Trailwork

Saturday: August 8, September 12

Volunteers needed. In August, there will be a special tool maintenance day up at Coe HQ. We'll be sorting, counting, inspecting, cleaning, repairing, throwing away, sharpening, painting, photo-recording the tools. We are going to make up a wish list of tools and accessories. The park tool trailer is in a state of entropic overload. It is disorderly.

We are proposing to fix up the tool trailer. We are also proposing to obtain a secure job box that we can chain to a tree to cache tools in the field, such that it can be dropped off by staff at remote locations to serve the crew. We are also going to outfit a park crew truck with bike racks.

No trailwork in July, will resume regular trail activities in September, and if anyone is interested, a camp-out may be an option. Contact Paul Nam: traileducation@romp.org

Santa Clara County Parks Monthly Trail Days

Saturday: July 4, August 1, September 5

09:00 AM (4:00) 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-

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

07:30 PM (0:00) 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.

Location: MROSD District Offices 330 Distel Circle (off El Camino Real north of Rengstorff) Los Altos

Open Space Authority BOD meeting

June 11, 25, July 9, 23, August 13, 27, September 10, 24

06:30 PM (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

Tuesday, July 28

07:00 PM Bay Area Ridge Trail County Committee Meeting

(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>

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