

MOUNTAIN CYCLIST



LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

SPRING 2010

Trail Design

By Paul Nam

Being outdoors on a trail, be it on foot or mountain bike, is an enhanced experience when I reflect upon the genesis and conditions of the trail, and how it fits in with the landscape and the ecology. The vibes are more intense when I have been working on that trail in the past. There is satisfaction when the trail is in good shape. There is disappointment when it is not in good shape. There is beauty when it all fits together in harmony with nature. Plus, there is always speculation about how a trail is coping with weather and use. Rare is the trail that scores high in all aspects.



Trail design and maintenance is a dimension of the outdoor experience that is often overlooked by many trail users. In those many years of my life before I did regular trail work, it took some really terrible trail conditions to get me to speculate on why it was that way. I didn't know much, but I knew I liked something when I liked it. I remember times when I wondered why the trail or road was just way too steep. I asked myself why didn't "they" make it nicer? I would ask, why don't they fix the ruts? I would say out loud, "these water bars are stupid," and so on, and instantly forget about it, in that dash to a peak or lake, or that downhill to the bottom of a run. Sometimes I would even think that the trail workers, whoever "they" were, were lazy for not making things better. I used to give trails little thought, other than to use them, or pause to complain about them.

(Continued on page 5)

Wilderness

The March 2010 issue of Outside magazine contains a strong and emphatic endorsement of ending the no-bikes-in-Wilderness rules, which were mysteriously put into effect by the Forest Service around 1982, perhaps because the Wilderness Society or Sierra Club complained to someone in the government bureaucracy. Before then, trail cyclists rode in Wilderness without any documented problem. See www.wildernessbicycling.org.

A few excerpts from this fine editorial . . . It starts out, "The government's ban on bicycles in wilderness areas is dead wrong." A great opening! "At some point," it continues, "nearly every new mountain biker makes the same sad discovery: Bicycles are banned from . . . Wilderness. . . . And with every new Wilderness designation, someone else's favorite trail gets closed to bikes forever." "[T]he authors of the Wilderness Act never meant to ban" trail bicycling.

Now, "Forest Service proposals in Montana could ban bikes from any areas that might theoretically be designated as Wilderness. Cyclists in that state might soon lose portions of four national forests based on some bureaucrat thinking those areas should one day become Wilderness." Buy the March issue of Outside and read the whole thing! If you feel like it, write a letter to the editor supporting the pro-bicycle editorial. Then, photocopy the article and send copies of it, with a cover note, to:

(Continued on page 8)

On Tires

By Josh Moore

Probably the simplest and cheapest upgrade you can make to your bike is a new pair of tires. Are the corners rounded on the leading edge of your front tire? Have you worn off more than half of the center knobs on the rear tire? Depending on your riding style, where, and when you ride, a new pair of tires can dramatically improve your performance and enjoyment of your rides. Your choice of tire inevitably will be a trade off.



I tend to ride fairly fast and aggressively on the downhills. I ride a 6" travel, 31 pound bike and like to hit the jumps and stunts that are less than 4 feet high. I don't have much interest in racing, and am willing to sacrifice speed on the climbs and flats for traction on the downhills. It is important to understand your riding style and ride preferences when picking the right tire.

Here in The SF Bay Area, 8+ months of the year we have hardpack and loose trail surfaces. The dry, sometimes cracked, rich in clay content soils found in the meadows of Wilder Ranch, Russian Ridge OSP, and Lyman Wilson Trail in Henry Coe State Park which get to be as hard and smooth as concrete is called "hardpack". "Loose" I believe can be both the powdery, dusty, loamy conditions of Fremont Older, as well as the gravel like decomposing granite of the Canyon Trail in Monte Bello Open Space Preserve, or the flaky small rocks of the Serpentine Trail in Henry Coe or Elevator Trail in Waterdog Lake. In addition to the above, we have the somewhat loamy conditions of the redwood forests of Soquel State Demonstration Forest and Portions of Wilder Ranch. Nearby you can also find hardpack mixed with sand in Fort Ord in Salinas, as well as "brownie mix" in the Sierras – thick, dusty loose brown soil with large round white granite "baby heads" or "marshmallows". During the winter in the bay area, the trail conditions tend to be muddy and even slimy. Areas of super high clay content such as Alpine Road should be avoided as the mud will stick to your tires and make it impossible to ride. Different tire tread patterns are optimized for different kinds of conditions. Many tire manufacturers now print grids of riding style versus trail conditions on their packaging. I believe that in hardpack it does not really matter what

your tread pattern is. In muddy and loose conditions, a more open pattern does a better job of "hooking up" in the loose stuff and shedding mud in the mud. Your Canadian idol who rides the wet roots and rocks in Vancouver might be completely inappropriate for your local conditions.

I have not spoken to fork manufacturers, but I am fairly convinced that forks are optimized to be plush taking into account that the first inch or more of travel from the dirt through the bike to your body will be absorbed by the tires. Overinflating your tires can make your ride feel rough. In addition, higher end tires have more threads per inch (TPI). The theory is similar to sheets. More threads per inch means thinner threads and softer sheets or tire casings. Softer tire casings can mean better suspension in that first inch of travel and better traction as the tire can better conform to the tire surface.

Under inflating tires can have negative effects as well. Aside from the obvious pinch flat scenario (the rim of the wheel and a root or rock "pinch" the tube causing it to flat), under inflating your tires can lead to your tires "rolling over" in hard cornering. To me this feels like the whole wheel or even frame is bending. In the rear, rather than feeling like the tire is firmly connected to the ground, it feels like the rear tire is moving outwards but does not make any sliding or skidding sounds. The feeling is similar to sitting all the way in the back of the bus as it goes around a corner. In the front, underinflation results in sluggish handling. The tire does not dig in and start the corner – it just sort of slides forward rather than changing direction.



Your ride speed plays an important part in your tire choice as well. Slower riders, beginners and racers may all want to choose a tire with an almost solid center bead to reduce rolling resistance. The downside of such a choice will be less traction in loose conditions where having more space between the knobs

(Continued on page 9)

Trail Buzz

ECDM

There is a plan to build a parking lot and restrooms at El Corte de Madera OSP, between gates CM03 and CM04. The study is on the www.openspace.com site. Opposition in the neighborhood claims concern primarily on grounds of traffic safety. Safety being something lacking when having to cross Skyline on foot or on bike at the Skeggs Point lot or at gate CM02!

Part of this planned parking lot will add a trail from the top of Gordon Mill over to Springboard which will make it possible to ride the trail from Gordon mill over to the top of Blue blossom, completing the trail that circumnavigates the park.

In addition, the Bay Area Ridge Trail connector from ECDM to La Honda Creek open Space preserve is contingent on this lot. If you want to be able to ride your bike to the red barn, we need you to speak out on behalf of this parking lot.



Castle Rock

The recent Trail Plan meeting was well attended. About 50 riders showed up and more importantly the right people were there. There were long time advocates, mountain bikers on the Castle Rock Trails Committee, mountain bikers on the Bay Area Ridge trail. Definitely a great crowd to be representing mountain bikers.

The meeting was between mountain bikers and State Parks staff in planning and trails. There was some local representation from the Santa Cruz State Parks district. Karl Knapp - State Parks trail guru - led the presentation and discussion.

The goal of the meeting was to present the Castle Rock trail planning process and take input from a user group (mountain bikers) on what our needs and desires for input for the Castle Rock Trail Plan. They will have similar meetings with other user groups, private property owners and other stake holders. The Santa Cruz State Parks district has taken on the Big Basin

General Plan and Castle Rock Trail Planning process on their own initiative. They don't have any additional budget or resources to do this. Kudos to the Santa Cruz district!

The planning process will take about 18 months and hopefully there will be a trail plan. They need to survey users at the park for all 4 seasons. The fact that there are currently no mountain bikers to survey at Castle Rock was brought up- which is why it was important to submit input at the meeting.

The Castle Rock Skyline trail (part of the Bay Area Ridge Trails) was handled as a single trail change of use request and is almost complete. The (re)construction costs have been estimated at \$100K - mostly for the 3rd segment. They don't have a budget for the construction. It was discussed whether or not those costs could be reduced by volunteer labor. This change of use is pretty far along in the process and should be the first trail opened to mountain bikes in this district. Access was requested on the Saratoga Toll Road, one way (up hill) on the Skyline-to-Sea trail and alternate routes around the San Lorenzo Headwaters natural preserve.

Castle Rock is not necessarily viewed as a destination for mountain biking but rather it is valued as a connector between Saratoga Gap, Sanborn-Skyline and Big Basin. The goal is to ensure some sort of off-road connector to Big Basin through Castle Rock and to connect Sanborn-Skyline county park to Saratoga Gap.

Frustration was expressed with the slow pace of progress in getting legal trails from State Parks. The sport has been growing over the past 15-20 years and there is a pent up demand for trails that is not being met.

What seems like an eternity since the request was submitted is pretty much at light speed from the planning folks in Sacramento. Much of the speed in the planning process is due to responding to all these requests by mountain bikers asking for a change in use designation for State Parks trails about 3-4 years ago.

They have almost completed the revised State Parks Trail Guidelines. The editorial content is finished but they need \$25K to complete the technical illustrations. The old guidelines from 1991 only allowed mountain bikes on roads which are 6' wide. They will not be taking email comments on the Trail Planning process. But they are willing to take your comments as a survey. You can fill out a survey at the Mountain Sector headquarters in Felton or online. The following link was checked but the survey was not found: http://www.parks.ca.gov/default.asp?page_id=21313. Alternatively, it may be possible to fill in a survey at Castle Rock by chance if you meet one of the staff with a clipboard in hand.

All in all it was a very positive meeting. They heard the mountain bike community's desires, concerns and frustration with the

(Continued on page 10)

Water Dog Projects

By Patty Ciesla, ROMP President

ROMP members have participated in a number of large trailwork projects at Waterdog Park in Belmont recently. Volunteers from ROMP came out on March 20th along with the Belmont Lions Club and the usual crew of volunteers from Passion Trail Bikes.



take you through some beautiful parts of the park. It will go around the lake and have lovely views of the water and some really pretty shaded sections through the trees. Unlike the Chaparral Trail, it will be wide - at least four feet wide, and nearly flat - under 10% grade without technical sections other than a couple of easy switchbacks. It will be the only non-

technical singletrack in Waterdog, which if you've ever wanted to bring a kid or beginning adult rider out there you will know is actually needed.

It is much, much harder to build a non-technical trail than it is to build a technical trail where you can have steeps, big grade changes, protruding rocks, and so forth. There are four bridges to install - the City

of Belmont has hired a landscape architect to design the footings and bridges so that the trail will be safe for little kids.

In particular, keeping the grade mild means a lot more retaining walls to elevate the trail tread, where on a technical trail you could just dip down. These things take time to build and slow construction considerably. And wider trails mean a lot more dirt has to be moved.

There may be questions regarding my sanity and why I would want to build something that seems like a "Blue Hair" style of dirt sidewalk, and I'd understand. But this is an opportunity for mountain bikers to really step up and demonstrate that



New trail construction is focused on building a new singletrack trail around the lake. Small crews of 4 to 6 volunteers are organized and spread out along the construction zone. Over 26 people come out on the latest workday to make some progress in completing the realignment.

Next up will be a focused project to move a giant boulder about 30 feet. REI helped fund the purchase of a grip hoist wire rope cable system and it should get its first application at Waterdog. Volunteers are encouraged to attend any of the upcoming workdays No experience is necessary, training and tools are provided.

This is going to be the first new trail in Waterdog since Berry Stevens and other ROMP volunteers built the Chaparral Trail back in 1999-2000. It will be about 8/10 of a mile long and will

we have not only the manpower and brute force and muscles to move a whole lot of dirt, but we also have the skills and abilities needed to put in a multi-use trail in an urban environment that fulfills the city's obligations to the whole spectrum of the trail-using public.



If you are interested in helping out, send me an email at patty@passiontrailbikes.com or call me at the shop 650-620-9798. The next projects are scheduled for Sun 4/11, Thurs 4/22, and Sat 5/8



I discover more intriguing and vexing aspects to trail work all the time. One day in 1998, I drank some of the IMBA kool-aid, and got the trail work bug. By then I had realized that trails are the way they are because that is how we make them. IMBA was showing us with Trail Care Crew visits some ways to approach land managers and the trail work in creative and positive ways. The kool-aid effect has long since worn off. For IMBA, the Trail Care Crew and the volunteer action it inspires are political acts. At the same time, any time someone uses a trail they vote with their feet (or their wheels), to keep the trail in the system. Another political aspect is expressed in the design and maintenance of trails. Certain designs and standards (or lack thereof) can exclude some potential user groups. For examples: Low branches exclude equestrians. Steep staircases exclude cyclists. A trail consisting of a series of jumps, berms, table-tops, and drop-offs, is not that great to hike on. Trails exhibit the values of those who build, maintain, and use them.

Volunteerism is a powerful force. Just about any cause, charity, skill, school, job, family, needs volunteers to function. Every institution needs and maintains volunteers to help get things done. People and animals who use a trail are volunteers in trail maintenance every time they pass through. A man mindlessly kicks a rock off the trail, and a pig makes a wallow in a puddle. Their actions seemingly self-serving, keep the way open, in a fashion, and contribute.

Access to trails has never been entirely free. Historically, as a means of income, a person could build and maintain a trail, road, or bridge and charge a toll to users for crossing it. Some bridges had trolls. Rivers had ferrys before there were bridges. Swamps had turnpikes. Nowadays when it comes to recreational trails in parks, forests, and open space, user fees and taxes have replaced tolls,

and rangers and volunteers have replaced trolls and turnpike collectors. There is no doubt in my mind that trails in history may have been purposefully (mis)routed to give advantage to ambush and banditry, as well as equally to give access to scenic overlooks. Trail users pay. Trails are a wordless simple guide into unknown territory. Trails speak a language beyond words. They convey



traders and travelers, friends and foes, animals and spirits, across natural landscapes that are easy upon the eye, yet hard upon the heart. Trails sometimes meander, in mysterious or perhaps capricious loops, to circumvent formidable obstacles, as if they knew the future, like a fortune teller. Trails can be surprising and play tricks with the wanderer, rising up in a series of false summits, playing with our hopes and endurance, like a cat tormenting a mouse. Trails can be tedious. Trails can also vanish, into thin air, like a magician's final disappearing act. Trails tell the story of those who were here before. Look closely and you will see the signs. The nibbled buds and branches by deer, the soft foot prints of the skunk, the belly crescents of the snake, the dust baths of the dove, the scat of the wild cat, and the knobs of mountain biker's tires.

When I first tried to ride a mountain bike in the wide and rugged spread of Henry W. Coe State Park in the early 90's, the trails varied wildly in composition and condition. They still do. Wild is the operative descriptor here. Certain trails in the backcountry of Coe are indistinct, and most of the trails and roads in Coe

park remain diabolically and ludicrously steep in character for anything but a rugged motorized vehicle. And it must be, that most of these old ranch roads were built with motorized machinery, for motorized machinery. Yet the lands were conveyed to the public as a park, with the stipulation that only non-motorized use was allowed. These are legacy trail issues.

The same sort of thing happened at the MROSD's El Corte de Madera Open Space Preserve (aka Skeggs, ECDM). The preserve was logged at least a few times in succession in the past 120 years. The place became casually known as the Pits in the 70's when motorcycle use took advantage of the steep logging roads. By the time I began riding there in the mid-80's, many of the old motorcycle routes had been adopted by the advent of mountain bikes. It was a joyous time of discovery and excitement to ride in this edenic forest on a mountain bike back then. But pretty much all the single track, such as it was, was too steep to ride up, because mostly they were either log skid-ways, or chutes that only a motorcycle could throttle up. So basically you would always come back up a road like Gordon Mill or Timber View. When the internet became into being, riders began sharing maps, and I think that is when the riding scene up there really took off in the 90's, and that became the beginning of the end of the Pits. I saw my first full-suspension bike out there free riding down the side of the big Tafoni formation. Those were the days. What a sight that was.

Today Skeggs is a tamer animal, and is under the strict watch of the MROSD. Trails have changed and new trails have been added. These reflect the values of the culture that builds and maintains them. Now we know better and respect the watershed, and as if to make up for past egregious transgressions, the enforcement of environmental regulations are strictly enforced. Bridges have been planned and built at a great price to keep traffic out of the creeks, funded by taxes,

(Continued on page 8)

Special Events

Huge Swap Meet at Cupertino Bikes

Sunday, April 25

Each year ROMP hosts a swap meet. The swap meet is a fund-raiser for ROMP and a place where cyclists can purchase road and mountain bike parts, tools, frames, complete bikes, clothing and accessories. Per-person admission charge is minimal. The meet is held behind the Cupertino Bike Shop, 10493 S. De Anza Blvd. (two blocks south of Stevens Creek Blvd.). Call 408-255-2217 for prices on swap spaces. Volunteers are required from 7.00am to 4.00pm. Contact swap@romp.org if you wish to volunteer for this event.

Donations of items for ROMP to sell at the Swap Meet are welcome. Now's a good time to clear out your garage and help ROMP. Contact swap@romp.org if you have any donations to give to ROMP for sale at the Swap Meet.

You can have your own swap meet table by contacting cupertino bikes 408 255-2217 or CupertinoBikes.com. ROMP makes their money on the # of swap meet selling tables there are. So the more we can list that Cupertino Bikes is open to more business tables the better for us. Location: Cupertino Bike Shop 10493 S De Anza Blvd Cupertino.

Ridge to Bridge

Saturday, April 10. 8:30 AM

The Bay Area Ridge Trail Council hosts its annual Ridge to Bridge in Marin County every spring, featuring great rides with spectacular views of the Pacific coastline, the Marin Headlands, Sausalito, the Bay, San Francisco and the Golden Gate Bridge. This year there are 3 rides: Endurance Ride: 35 miles with over 5000' of climbing; Advanced Ride: 28-miles with over 4000' of climbing; Intermediate Ride 12-miles with ~2000 of climbing All proceeds benefit the Bay Area Ridge Trail Council, the nonprofit that plans,

Calendar

acquires, builds, maintains, and promotes the Ridge Trail. The registration fee includes: shuttle to the start for a one-way ride, rest stops with water & snacks along the way, a full buffet lunch, guides, maps and more. Registration opens Monday, February 22 for current Ridge Trail Council members. General registration opens Monday, March 8. Volunteer! It takes many people to make this event run smoothly.

Contact: Joel Gartland or Dena Justice 415.561.2595 info@ridgetrail.org ridgetrail.org/about/news_detail.cfm?id=194 Fee: \$55 for members, \$65 for non-members

Rides

PTB Wednesday Wrides at Waterdog

Begin March 17th, starting around 6pm.

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. 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 refer to www.passiontrailbikes.com/ or you can also email us for info at info@passiontrailbikes.com.

Fremont Older after work

Every Thursday, April - September, 6PM 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 Blvd or 2 miles south of I280 in Cupertino. Take the Foothill 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.

ROMP MBOSC at Soquel Demo Forest

Second Sunday, 9AM
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: Josh Moore 408-420-7342 mtbikes@gmail.com

Social and Scenery Ride

Third Saturday, 10:30 AM
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 Contact: Phil Solk, psolk@pacbell.net

MTB-101

Fourth Sunday, 10:00 AM

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
Contact: Rich Andrews 408.393.1959 richard.a.andrews@nasa.gov

Mountain Biking Beginner Skills Class

4th Sunday of the month, 1-3pm.

Meet at the old Linda Mar School site, Rosita Rd @Peralta. Class will consist of a 1-hour ride prep and skills overview and a 1- to 2-hour ride up the lower part of Montara Mountain. Free! All ages and skill levels welcome. Helmet required. Led by Jim Sullivan, member of the Pacific Bike Park Committee. RSVP required because class size is limited. For more info or to RSVP, please e-mail Jim at ssulljm@gmail.com

Social Events

Bike Repair for the Community

Second Saturday, 10:00 AM

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

Trail Work

Henry Coe State Park

Second Saturday, 9:00 AM

Contact: Paul Nam vocnam@yahoo.com

Santa Clara County Parks Monthly Volunteer Projects

3rd Saturday of each month, 9am-noon

Contact: Santa Clara County Parks (408) 355-2254

Soquel State "Demo Forest"

See trailworkers.com for more information.

Wilder Ranch Trailwork

First Sunday Every Month, 09:00 AM

See trailworkers.com for more information.

Waterdog Lake, Belmont

Ongoing projects throughout the year.

Contact: Patty Ciesla. 650-620-9798
president@romp.org

Meetings

Santa Clara County Parks Commission Meeting

First Wednesday 06:30 PM

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

First Thursday, 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. Board of Supervisors Chambers, Hall of

Justice 400 County Center Redwood City
CA 94063

MROSD Meeting

Second and Fourth Wednesdays,
07:30 PM

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 Board of Directors meeting

Second and Fourth Thursday, 06:30 PM
Board Room Suite 200 6830 Via del Oro
San Jose 95119

Bay Area Ridge Trail County Committee

Fourth Tuesday, 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! United Way Building 1922 The Alameda San Jose Contact: Josh Moore
mtbikes@gmail.com www.ridgetrail.org/about/committees.cfm

ROMP Business Meeting

Fourth Monday 7:00 PM

except November and December

We will meet 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: Patty Ciesla 650-620-9798
president@romp.org
www.kappspizza.com

1. Your U.S. senators and your representative (congressperson);
2. Michelle Obama. She just began a drive to reduce obesity in young people. You could point out that the federal government is an impediment to kid-friendly means of attaining physical fitness because of its Wilderness bicycle ban.

We don't have Debrett's Correct Form in this country (as far as I know) but I found a website that supplies an apparently correct form of envelope address and salutation for the First Lady:

"Envelope, official:
Mrs. Obama
The White House
1600 Pennsylvania
Avenue, N.W.
Washington, DC 20500

Letter salutation:
Dear Mrs. Obama:"
Best investment of \$1.76
(44¢ x 4 letters) ever!
And ...
The no-bicycles-in-Wilderness dam is starting to show some cracks beyond the Outside editorial. A February 12, 2010

IMBA press release on so-called "Recommended Wilderness" quotes Congressman Peter DeFazio (D.-Ore.) as saying:
"Bicycling, along with other non-motorized uses, has a de minimis impact on Wilderness values. . . . The Forest Service should be prohibiting detrimental activities that have a significant and permanent impact on the Wilderness qualities of areas they recommended for Wilderness. I hope the Forest Service adopts this view and manages non-motorized uses like bicycling accordingly."

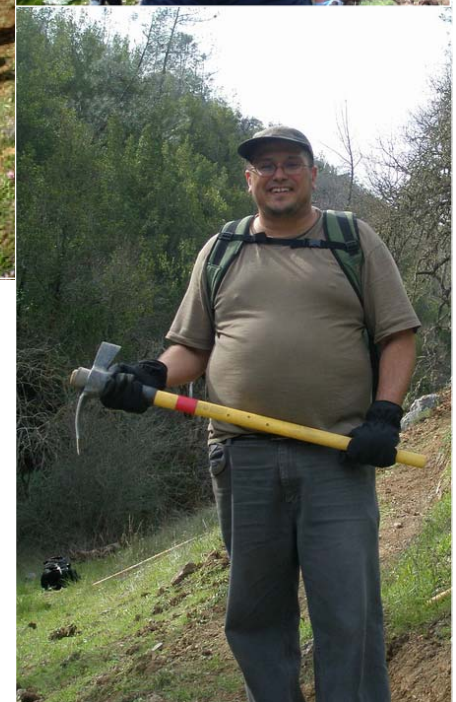
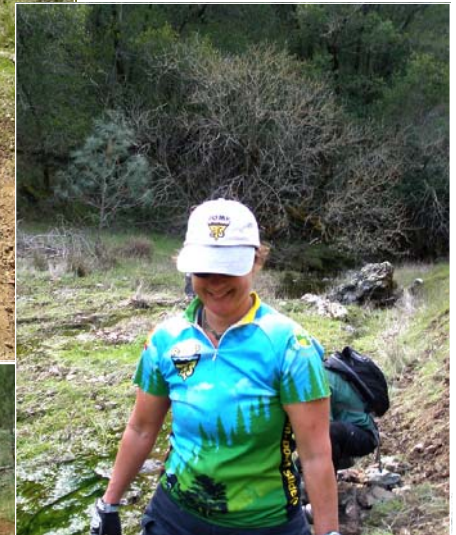
One caveat: the IMBA press release makes clear that DeFazio is talking only about so-called "Recommended Wilderness," not congressionally established Wilderness areas. DeFazio's statement doesn't necessarily mean he supports lifting the no-bikes ban in current Wilderness. Nevertheless, his statement that trail bicycling "has a de minimis impact on Wilderness values" logically applies to existing and proposed Wilderness. And he's right, of course.

Coming from DeFazio, a liberal Democratic Congressman with a 100% approval rating from the League of Conservation Voters for the most recent session of Congress, it's a significant statement.



and the place is a temple for the worship of the lost primeval redwood forests of the Northwest. It is a sort of ghost town. The bears, the elk, the salmon, and the lumber jack, no longer abide here, but if you listen, you may yet hear their echoes. This week, the new parking lot and extension to the Bay Area Ridge Trail project has been approved, and the final elements of the MROSD's remodeling of the preserve are coming to be. Like them or not, these changes to the trails are a direct reflection of the sometimes antagonistic values of our present society.

Trails live a life of their own. They spend a lot of time alone, some more than others to be sure. They sprawl and twist outwards from one place to the next. Trails are drag-



ons. It is the year of the Dragon in Chinese astrology. Go ahead, ride the dragon, and see where the chase takes you. Can it be tamed? Be careful out there!



gives the loose trail conditions a chance to pack up and bite in. More knobs on your tires can mean more weight as well. Many feel that rolling weight is the worst because every time the wheel goes round you must change the direction of the mass which requires work. When I started mountain biking again in 2000, I thought the mythos IRC was a great tire. Since then I have changed my opinion because I ride faster.

Another variable in tire choice is the tire size. Modern mountain bikes generally use tires from 2 to 2.5 inches in diameter. While larger tires weigh more, they do offer more volume to absorb small trail features acting as the first inch of suspension. More volume can also mean less risk of pinch flatting when running low tire pressure which provides more traction. I've heard folks say that the narrower widths are better for muddy conditions because the tire can slice through the mud and get traction. Also, the casing will be further away from the chain keeping mud and dirt out of the chain which causes wear and chain suck. I tend to avoid riding in the mud and have not done a comparison of tires.



Similar to car tires, mountain bike tires also have ratings of hardness called durometer. Higher durometer tires last longer whereas lower durometer tires get better traction. Most high end tires these days are dual density tires where the center bead is higher, longer wearing compounds than the cornering knobs which are softer for more traction. 60 durometer is pretty average and 40 super sticky soft.

One of the more recent developments in mountain bike tires is tubeless. Rather

than having an outer tire and an inner tube, the wheel just has a tube that makes an airtight seal against the specially designed or sealed rim. There is a lot of debate as to the advantages of tubeless. If you don't have a tube, you cannot pinch flat. Less material will flex and contour to the trail surface easier providing a more plush ride. No tube can mean less rolling weight, although the lost weight from the tube is often made up by the weight of sealant to prevent flats from thorns, or from thicker sidewalls of UST tires. The thicker UST tires are also less plush. Running tubeless also has the danger of being underinflated which can result in burping – a hard landing on the tire can cause the tire bead to separate from the rim letting the

air escape quickly making a burping noise. When this happens usually you can just put more air into the tire. If you get a big tear in the tire casing or dirt in the bead after a burp, you may have to use a tube to re-inflate your tire. On one tire/ rim combination I ran for a while, whenever I went through a puddle, the tire would slide off the rim requiring a tube. I still think tubeless is advantageous for most applications.

Most new bikes come with tires that match front and back – same model and same size. Some riders think this is ideal so that the front and rear tires will have the same ride quality and handling. The tires will slide out at the same time. While I generally agree with this, I also think the performance required from the front tire is significantly different than the rear. When descending, cornering and braking, your weight is going to be over the front wheel. The rider is trying to change the direction or motion of the bike. The rear wheel needs to follow. When climbing, the rear tire is the drive tire that needs good traction to do that. While it is possible to design a tire that corners well up front and propels well in the rear, my experience has been that it might be better to have a mismatched set.

So you've got a hundred dollars burning a hole in your pocket and your bike fits and you're happy with your saddle. You might want to try some new rubber. It sure would be nice to be able to demo tires. One way to do that is to check with your local bike shop and see when their demo days are. Ask them which tires are on the demo bikes. Ask the opinion of shop employees that you trust and ride like you do. Ask your friends about their opinions of their tires, and see if you can borrow their bikes.



process. The mountain bikers were also being really constructive and offered solutions and encouragement.

A few years ago, a bunch of mountain bikers met with State Parks staff to discuss our trail conversion proposal and they came up with dozens of reasons that they can't open new trails for us. Their world has changed. Most (perhaps all?) of those people have since retired and now the district has even less money and staff. Despite the fact that they have less resources they are doing their best to address our needs. The difference is a change in leadership and perhaps the recognition that we are their largest (yet stealthily silent) user group. It appears that this district genuinely wants to find a way to get mountain bikers more trails.

State Parks User Survey:

www.calparks.org/takeaction/parkexcellence/

Castle Rock Summary by Mark Davidson

South Bay Races

SBracing.org

Winter XC Series 5:: Sat, May 8th, 2010 - Santa Teresa Park

Winter XC Series 2:: Sat, Mar 6th, 2010 - Fort Ord

Svendurace.com

Dirty Gears MTB XC 2:: May 23, 2010 - Santa Teresa Park

Dirty Gears MTB XC 3:: June 5, 2010 - Harvey Bear Ranch

Dirty Gears MTB XC 3:: July 7/17 - Harvey Bear Ranch

SeaOtterClassic.com

April 15-18, 2010 – Laguna Seca / Fort Ord



Romp Directory

	POBox 1723, Campbell, CA 95009-1723	650 620-9798	www.romp.org
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Vice President of the board	Chuck Fry		vicepresident@romp.org
Secretary of the board	Josh Moore	408-420-7342	secretary@romp.org
Treasurer of the board	Glenn Wegner	408-257-8284	treasurer@romp.org
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Director at large	Charles Jalgunas	650-620-9798	charles@passiontrailbikes.com
Director at large	Theral Mackey		t@tmack.net
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Santa Clara County Parks	Charles Jalgunas		sccp@romp.org
Web Master	Josh Moore		webmaster@romp.org

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		
		Phone
City		email
State	Zip	Membership Type :
How did you here about us?		<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)

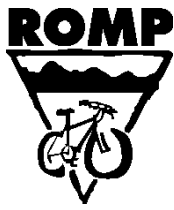
X _____ Date: _____

(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



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Trail Design	1
Wilderness	1
On Tires	2
Trail Buzz	3
Waterdog Projects	4
Calendar	6 - 7
Directory	10
Membership Form	11

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