

Mountain Cyclist



LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

WINTER 2010

MT. Umunhum Access

By Josh Moore

The Mid Peninsula Regional Open Space District has secured over \$3 million dollars with an additional \$4m in the works to plan for and clean up the former air force base on top of Mount Umunhum. There are numerous contaminants at the former base ranging from petrochemicals, asbestos and lead paint. The money must be spent within a year of receiving it, so MROSD is rushing through the planning process. MROSD plans to have the final hearing for approval of the site plan by August 2011 with the tentative plan adopted as early as February 2011. In addition to the \$7M, MROSD will need to find an additional \$4m to provide public access.

The mountain is easily spotted from the Silicon Valley as the 80 foot high, 64 foot wide concrete radar tower is clearly visible. MROSD bought the peak from the Air Force in 1986, and many structures remain. The peak holds cultural significance to many veterans, current inhabitants of silicon valley as well as local native people. Mt Umunhum is located inside the Sierra Azul Open Space Preserve which covers more than 17,000 acres of forests, grasslands and chaparral in the Santa Cruz Mountains and hosts a rich diversity of wild-life.



MROSD has put forth 3 basic themes which build on one another. The first theme involves removing all buildings, including the "cube", fixing the road to the top and putting in some trails around the top. There may only be weekend access. The second theme included keeping the "cube", allowing access 7 days a week, and a backpacker's camp. The third theme added interpretive features. MROSD hoped the public would consider these options within the framework of MROSD's mission state-

Upcoming Events

Christmas Party - Dec 3rd

Turning Wheels for Kids - Dec 11th

ment which is to preserve, protect and restore open space and provide environmentally sensitive public access.

At The first public workshop held in September, 2010, MROSD was only interested in getting visceral responses to the themes. It was clear that the initial emotional response was to keep the "cube". **Most people were also for 7 day a week access, and it** was not clear to me how important interpretive and historical signage would be to visitors. In speaking with Senior Planner Meredith Manning, I found out a number of interesting facts.

The price to keep the cube, without public access inside, is about the same as to remove it. These figures do not consider any ongoing maintenance that may be required. While the cube sits on bedrock, the bedrock is cracked, and a very expensive retaining wall needs to be built to support a structure built to hold an 84 ton radar dish. Access inside the cube or on top of the cube increases the costs by a factor of ten. To resurface the 5 mile road to the top will cost \$2m alone.

Prior to my conversation with Ms Manning, I was in favor of preserving the cube for its historical significance, despite the fact that the Government has determined that it is not significant enough to be put onto a historical register. After my conversation, taking the mission of MROSD into account, I feel that **long term it is a waste to keep the structure. I'd rather see long term monies go towards keeping the road to the top open to bicycles 7 days a week.**

For more information and to participate in the public comments, please visit http://www.openspace.org/plans_projects/

Moffet Field: Bay Trail Extension

By Paul Nam

On September 20th 2010, the 2.4 mile Moffet Field section of the San Francisco Bay Trail was opened. This long awaited section of dirt and gravel road connects the Sunnyvale Bay Lands behind Yahoo with Mountain View and the Stevens Creek Trail.

Since it has opened I have been able to ride it six times. Even though it means taking the long way home after work, I find myself looking forward to it. The main attraction might be that it allows me to avoid automobile traffic, but I really think it is just the out-there aspect of this trail that I like the most. In the middle of this section you find yourself right next to the bay on one hand, with the military industrial complex of Lockheed Martin Missiles and Space, NASA, and Moffet Field on the other. There's fence all along the perimeter of the complex topped with razor wire and periodically signed with no nonsense no trespassing signs.

My time on the new section has been confined to the sunset hour. This is a nice place to watch the sunset. I can see the mountain ranges that hold a promise of real mountain bike trails from here. Even the hulk of Mount Tamalpais is visible on the northern horizon, behind ranks of powerlines in silhouette.

The most disappointing thing about the Bay Trail though is the smell. It stinks! Depending upon conditions the stench will closely resemble something unmentionable, and grant the cyclist great incentive to keep moving and to breathe through the mouth.

But there are always pleasant surprises to see out there, and make it worthwhile. There's always the chance that you will be able to see some incredible aviation activity. The big white Zepelin NT is often parked in front of the big green hangars. I've seen a Boeing C-17 Globemaster and a Lockheed C-130 Hercules parked on the other side of the fence. Not that these things are spectacular or anything, but they do add to the ambience. Who knows what you might be able to see out there. Visibility into Moffet Field is actually quite good from certain vantage points through a chain link fence or across a pond directly from the north. Binoculars would be worth carrying for many reasons.

For me, the best thing is just being out in nature and getting a

chance to watch all the birds. The area hosts at least 150 species of birds. Just the other day I was cruising along, eye to eye, next to a pair of American Avocets on the wing. It's worth it just to stop, settle down, and take a long gander at all the wildlife out there. There is a place along the way with a couple of park benches, some signage about birds and the salt-marsh habitat, and a permanently installed viewing scope and platform. Check it out! It actually works well, and I was able to take tele-photos through it with my smart-phone. I hope the apparatus survives vandals and boisterous children.

The 2.4 mile Moffet Field section was long in the making for a community of trail users who have been waiting a long long time for it to open. The San Francisco Bay Trail Project was formed in 1990. Here we are, just 20 years later, with this excellent and useful connection. It just goes to show how even in a popular project like this, how difficult it is to get things done. It resembles the situation at Mt. Umunhum in some ways. And I don't mean to make excuses for these delays; but wish to point them out. You can read more about these details on the internet.

Eventually the Bay Trail system will be as many as 400 miles long and completely encircle the San Francisco Bay. People have already tried to run, hike, and bike the entire distance. But for most of us, it is for small visits, commuting, and bird watching. For mountain biking, it holds almost no attraction. Perhaps with an ordinary tail wind, you can get some amazing straight-line speed, but that's about it. It is a great place for a beginning rider, or a rider coming back from illness or injury. Also, worth noting, is that the trail is dirt and gravel, and of a sort of which becomes a pernicious mud when it is wet. Do not ride here in wet conditions! Strong afternoon winds are normal and come from the north. It is tough riding against this wind, and provides an excellent resistance workout.

One of the first riders on the trail after the dedication is a ROMP member. He was quoted in the San Jose Mercury News:

"This is a great addition," said Chuck Fry, a bicyclist from Sunnyvale who confesses to liking to ride on dirt. "We've needed this opened up for years. It'll make a great fall, summer or anytime ride." (http://www.mercurynews.com/scott-herhold/ci_16126956?source=pkg)



Horses and Bicycles—the Perennial Conflict



By Ted Stroll

In mid-September, former International Mountain Bicycling Association board president Jim Hasenauer braved stormy seas by addressing mountain biking access issues on the America's Great Outdoor Initiative website. The federal government is operating the website to generate a "national dialogue about conservation in America."

Jim wrote, "The 1964 Wilderness Act did not ban bicycles. 1984 regulations did. Those regulations should be changed. Bikes should be allowed on some existing trails in some Wilderness areas." Regarding the off-limits Pacific Crest Trail, he said the PCT "should be open to bicycles" in non-Wilderness areas on sections that allow horses.

The reactions, most of them from equestrians, were predictably hostile. "The Wilderness Act of 1964 directs that wilderness areas remain free of mechanical/wheeled devices." "Keeping bicycles off the PCT and other equestrian friendly trails should be the ultimate concern for public safety." "Bicycles are silent and sneak up on horses, scaring them." "The best experience I have had was riding my horse 'down the trail' knowing that my ancestors had also. If we allow the mountain bikers access to these trails, I believe that we will lose a great deal of the serenity" of the national trails system. "Although most cyclists are polite and respectful, the few that are not make it extremely dangerous

for both foot and hoof traffic. I have been nearly knocked off my own feet by cyclists." "Although I wish we could all get along, bicyclists, hikers, and equestrians are a poor mix on the same trail." Etc.

In the past, I've heard cyclists respond along the lines of, "We can all get along" or "the typical equestrian is a cantankerous wealthy woman in her 60s and equestrians' numbers and influence are dwindling."

I don't think this works. Land managers listen to scare stories, and although I think some of them are invented and those asserting them wouldn't repeat them under oath, others must be true and they all resonate.

I view the impasse as stemming from these problems:

Some mountain bikers are rude, heedless of their speed, and indifferent to other trail users. I've heard too many stories about earbud-wearing mountain bikers zooming past hikers or equestrians to doubt them all. On a few occasions, I've witnessed irresponsible riding myself. I think such incidents are rare, but anti-bike sentiment isn't always the product of sheer cussedness or Luddite thinking.

Conversely, many equestrians are undertrained horse riders and haven't properly trained their steeds either. They're competent to ride around a stable ring but not to go out on trails. This summer I was biking the wild and rugged Butch Cassidy Trail near Bryce Canyon, Utah. Suddenly, miles from any trailhead, I heard an uncanny shrieking and saw a huge black figure loom up ahead of me, perhaps 200 feet away. Within milliseconds, I registered that it was a giant horse, tethered to a tree, bucking and rearing. The whites of its eyes displayed abject terror. A dog was snarling and lunging toward me. I experienced a huge adrenalin jolt. I looked around, only to see a man smoking a cigarette under a tree. I yelled that his horse and dog had scared me half to death. He didn't respond but just glared at me. I rode by as we exchanged baleful glances. As far as I was concerned, he had no business being there. I'm sure he thought the same of me.

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History of the Pulaski

By Paul Nam

One hundred years ago, on August 20, 1910, a devastating forest fire, called the "Big Burn" or "Big Blow Up" rampaged across the Pacific Northwest and the Rocky Mountains. Fires were burning since July. Intensified by winds the fire would consume 3 million acres in 48 hours in Idaho and Montana. This tragedy was the genesis of the tool we now call the "pulaski". There were 1736 fires happening simultaneously. It was perhaps the biggest forest fire in recorded history.

This is a heroic tale of tragedy in this nation and the National Forests. It describes grounds for worker's compensation, forest management, entrepreneurial spirit, fire-fighting, and honor.



Ed Pulaski was born in Ohio in 1869. He had been a ranch hand, a miner, and was working as a ranch boss before he was hired by the National Forest system in 1908 to work in Idaho's Couer D'Alene National Forest. (The National Forest System came

into being in 1905, the product of a collaboration between President Teddy Roosevelt and Gifford Pinchot.)

Drought conditions preceding the summer of 1910 laid the kindling for the hellish wildfires that ensued. Pulaski was a supervisor, and was managing a crew of over 300 men on the fire-line. Fire overwhelmed and encircled them in the forested mountains above Wallace, Idaho. Their death was imminent. However Pulaski's knowledge of the area and his actions were to save them. Pulaski was able to gather 44 men and two horses and led them to a mining tunnel, where he hoped to hold out. They found the tunnel and took shelter. Pulaski stayed at the entrance and fought the fire to keep the timbers holding up the walls and ceiling from bursting into flames. Smoke inhalation killed the two horses and four of the men. A fifth man was crushed by a falling tree running to the tunnel. Only by laying low and in the shallow puddles in the mine were they barely able to survive. At some point one of the men panicked and desired to escape, but Pulaski drew his pistol and commanded the man to stay. Eventually everyone passed out from the heat and smoke. As *the U.S. Forest Service's first Wallace district ranger*, Ed Pulaski led 42 firefighters into the War Eagle mine during the Idaho fire and 39 were saved by huddling in the mine shaft (center). (Photo courtesy of the US Forest Service)



An account reported by Bob Cromwell: "As the men struggled toward the mine, they were overcome with smoke, noise, heat, and falling trees. Short of the War Eagle Mine, Pulaski led the men to the J.I.C. adit, only to realize it was too short and survival inside was doubtful. Pulaski and his crew pushed on to the Nicholson adit, ordering the men and their horses inside. While the crew fought for survival deep within the mine, Pulaski doused his hat and clothing in the stream of water coming out of the mine and soaked and hung blankets to protect the portal and block smoke. Eventually, each of the men passed out; two drowned in a small pool of water that formed behind the body of one of the horses. After five hours, the men emerged and stumbled to Wallace for first aid treatment."

The fire passed over. The scorched men gradually regained their senses. A little after 5 am they began to hike, crawl, and stagger back to the town of Wallace, down a tree blocked drainage, Placer Creek, to the forest station and Pulaski's home and family. All of the survivors suffered burns and illness, and were hospitalized. In addition to their scars, survivors were destined to endure a lifetime of respiratory ailments. Pulaski spent 2 months in the hospital and eventually recovered some of his eyesight.

"Because there was no workers' compensation insurance, Pulaski and others had to pay their own medical bills. Even though he was severely burned and suffered permanent eye injuries, Pulaski covered the hospital bills for a 17-year-old Butte lad who was refused treatment because he had no money.

The scandalous treatment of the firefighters finally pushed Congress to

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MTBTahoe '10: Cooking up some great new trail to the rim!

By Paul Nam & Linda George

*Ever been hungry after a day of work,
strolled through the wafted scents of great dinners cooking?*

You know it would be so good to eat just by the way it smells.

*You clearly imagine how good it will be to stick a fork in it and eat...
but you can't, you're just passing through, so you imagine some more,
and it is delicious to think of, but you are still hungry, and so you go
on your way home,*

inspired to make a home cooked meal.

It's like that for me with trails. I get a hunger for good trails.

*I hear about them. I study maps about them. I read recipes on how to
build them.*

*Sometimes I can even smell a good trail. It gets so bad, it is like I am
starving for a decent trail.*

*What would it be like to stick a fork in it, and serve myself a nice fat
portion of that tasty single-track?*

At MTB Tahoe we all found out.



routed and has a long, moderate descent with a fun trail network on its lower section.

The positive energy of all the cyclists was palpable. It was in evidence by the ready embrace of challenging camping conditions. The camp was up on a hundred yard hill accessible by foot, bike, or golf cart. All of the gear had to be schlepped (the 'price' of hosting 100 campers)... On the plus side we had hot showers, a gorgeous sandy beach, and no RV generators next door. :)

On Saturday, we all converged to build new trail along the Tahoe Rim Trail near Nevada's Highway 207, the Kingsbury Grade. The trailwork day for our group of 100+ was a challenge for the organizers, trail crew leaders, and volunteers. Despite an extensive (for some, overly extensive) safety and tools talk, and the need to hike in to the work site, we got a lot done. The TRTA and the Forest Service supplied a large number of crew leaders, which resulted in some contradictory work instructions.



For the past several years, ROMP has participated in a summer event that brings IMBA clubs together to ride, build trail, and enjoy the Tahoe area. This year we met at Zephyr Cove, a few miles north of Stateline, NV near south Lake Tahoe. More than 100 campers attended, from ROMP and six other clubs: Monterey (MORCA), Santa Cruz (MBoSC), Mere Mortals, east bay (BTCEB), Auburn area (FATRAC), and Nevada County (BONC). It was a fun and busy time in camp and on the trail.

Riders started arriving Wednesday afternoon for group rides on Thursday and Friday to Tahoe Meadows/Marlette Lake and the infamous Mr. Toad's. Something surprising, though, given the popularity of Toad's, was the excitement about Armstrong Pass – a drainage to the east of Mr. Toads that's been recently re-



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A Pardon for Bragging & Boasting

By Patty Ciesla

OK, so today (September 27th) is a big day for me and I wanted to share.

I have lost 70 pounds of fat off my body. 🙄

There's a picture that got me started on my journey to improve my life:

I believe dear Francois from MTBR is the photographer. I saw this photo after the Kennedy Thanksgiving Turkey Day ride in November, 2008. I was shocked. I had never seen anything like that. Sure I had a mirror, but damn. How on earth did I get so HUGE???? Thank you Francis. You gave me a reality check that day and I will forever be grateful for you posting that photo.

OK, so I was riding my bike. Up Kennedy. I still was out there. But I was hating it. I weighed a lot. Like, 223 pounds, people. I'm only 5' 6" tall. It was really, really hard. My knees were screaming. It took forever. I hurt for days afterwards.

Here's what I looked like at the top:



Uh, yeah. Attractive, huh? I started a diet soon after that. I had tried so many times before but never got more than about 5 pounds off, and would quit and start gaining again. This time, I signed up for MyFoodDiary.com and started recording what I was eating, drinking, and doing for physical activity. I set myself a goal weight that was equal to what I remembered I weighed when I shattered my kneecap in 1998. That meant I would have to lose 70 pounds. Yikes!

I quit drinking. Pretty much just stopped drinking alcohol. Maybe a beer or a glass of wine or a single cocktail once a week or every two weeks. I quit drinking sodas, I quit drinking lattes. Again, not 100%, I would splurge now and then. I started drinking water and herbal tea. Lots of it.

I gave myself permission to eat as much fruit and vegetables as I wanted. I started using small plates for serving myself food. I measured stuff, weighed things. I practically live at Passion Trail bike shop, and the lounge is stocked with all kinds of fat-fattening yummy things. So especially, I measured snacks. Counted chocolate covered almonds. Stopped eating chips out of bags. If I wanted a snack I counted it and put it on a plate. I reduced portion sizes on meats and starches, and started skipping meats fairly regularly. I recorded it all, for months I was pretty religious about it. I would always be shocked that I had eaten more than half my calories for the day by lunch and dinner would have to be puny. No dessert, or at least a very rare dessert; two bites off of Charles' dessert.

Here I am the next year on the ride up Kennedy, at 171 pounds: I had lost over 50 pounds! That represented a pretty steady one pound a week. Of course it wasn't steady but it was pretty consistent, and slow. And I wasn't using prepared food and wasn't

denying myself anything 100%.



And then, well then I hit a plateau. I got stuck at 170 for about three months. Finally I broke through that and got down to 160. Only 7 pounds to go! But it evaded me. I gained a few pounds. Another plateau, this one at 165 or so, for another four months or so.

Secret Night Ride



My cable pulls loose
and my light, it goes out.
I lay on the ground.
It sure is dark out

I am okay, and there's not a sound
Stars between the tree tops
seem to be looking down
and it is so good to be alive

And then as if by some signal
crickets and frogs begin their croak and chirp
my buddies ahead keep riding; one of
them's a jerk
and I am here reclining, not doing any
work

I pretend I am part of the forest
laying there like a log
the stars they disappear above me
obscured now by coastal fog

I wonder about the world I live in
How beautiful it has become
Wouldn't it be wonderful
If everyone could have such fun?

By Paul Nam

In the evening where I wander
The woods are scented and sting
The fog settles on my woolens
and to the trails a secret I bring

My lights are charged and ready
My breath is steamy in chill
We've decided to ride in the evening
to enjoy a nocturnal thrill

The trail is quiet and soft
as we roll unfolding ways down
and careen around the tall timber
and we hardly make any sound

We cross a creek, and then a river
the bridge boards they click and
they clack
we pause to look down at the waters
and the silver sounds look at us
black

We climb out brushing sword ferns
and around us circle some bats
who suddenly shine in our light
beams
awestruck, we suddenly gasp

A big root surprises my wheel
and causes me to stop
I can't clip out of my pedal
and to the dark ground I plop



Special Events

ROMP Christmas Party

Friday, December 3rd

Join us for our annual holiday festivities on Friday night, Dec 3rd at Michael's Restaurant at 2960 North Shoreline Blvd (banquet room) for a fun & entertaining evening. Everyone welcome! The cost covers appetizers & a full dinner buffet with veggie options. Cash bar
Be sure to sign up early! Check ROMP website regularly for hints about the guest speaker and paypal registration. Adults \$25

Rides



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 Rosilia 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

Calendar

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

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

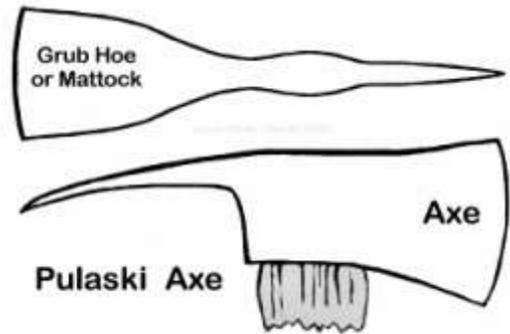
Bike Repair for the Community

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 & Recre-
ation 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 establish-
ing 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 Cir-
cle (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

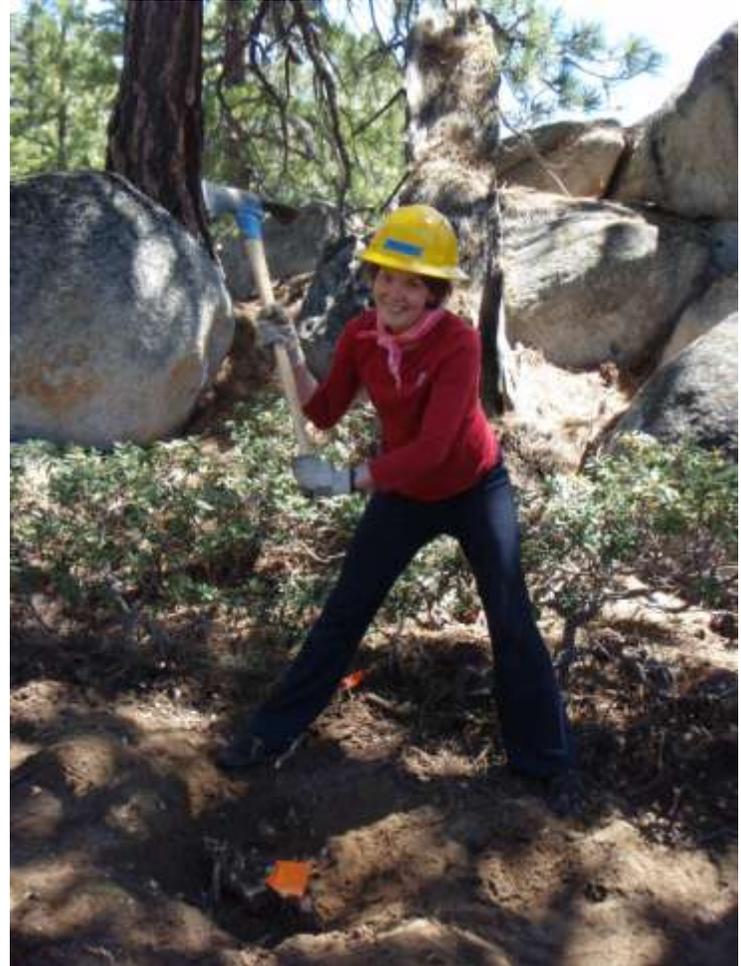
Bay Area Ridge Trail County Committee

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](http://www.ridgetrail.org/about/committees.cfm)

ROMP Business Meeting

This is where we talk
about what ROMP is
planning to do. Also, if
you would like to speak
to the leadership of
ROMP, please contact
the president and we
will put you on the
agenda. We also wel-
come talks and presen-
tations from outside
organizations. Date and
time of meetings is an-
nounced on the web site
and via our email list.
Contact:
president@romp.org



I see no reason why hikers and equestrians should have to put up with rude mountain bikers, or why mountain bikers should have to put up with lackadaisical or arrogant equestrians.

In the nearby East Bay Regional Park District, equestrians have bristled with hostility toward mountain bikers for decades now. They show up at meetings, write the EBRPD board members, and keep us off almost all singletrack trails and some fire roads. What their communications reveal about them is that in many cases their horses are too skittish and the riders too unskilled. But because EBRPD acquiesces in their demands for trail bans, they lack a sufficient **incentive to improve**. It's a lose-lose situation. The **equestrians don't improve, they fear noncompliant bicycle riding** and shy away from the trails anyway, mountain bikers are relegated to less enjoyable fire roads, and the agency loses public support.

Conversely, at Rancho Cañada del Oro, I've had uniformly good



experiences with equestrians lately, and I think they with me. The horses haven't been skittish. The riders have been friendly. I think it's because the Santa Clara County Open Space Authority insists on multiuse. That has forced the equestrians to either **train their horses properly or, if they're unwilling to do that, go somewhere else**. I think that's fair. We're taxpayers too. At the same time, no one should have to put up with dangerous bicycle riding, and if I hear of any incidents of it at Rancho Cañada del Oro I'm going to be dismayed. So far I haven't.

There are a few trails on which probably no amount of training and politeness can accommodate an overcrowding of cyclists, hikers, and equestrians. There, let us aim for alternate-day use. A system similar to that in effect in many municipal swimming pools ought to resolve any residual conflicts.



MTB Tahoe

Everyone bore this well and politely. (Our group included many experienced, knowledgeable trailwork and trail crew leaders, so following contradictory sequences of instructions with patience was in our opinion an accomplishment in itself :) In the end, we ended up with some awesome new trail footage. There was a lot of work with granite – nothing exceptional for the TRT, where 18" step downs are sprinkled liberally throughout. There **was also considerable work to clear “duff” and create a solid bed for the trail** – in some places we dug through foot-deep decomposed/decaying pine needles and other plant matter, packed down by years of snowfall.

“It is amazing how much rock work is involved to keep these trails stable and sustainable for many years. More amazing is how a couple folks with these rock bar (heavy javelin) tools can move the rocks. This trail near Heavenly Ski Resort is part of a larger 13-mile single-track project that will replace 4 miles of pavement on the Tahoe Rim Trail (TRT). Yay! The Forest Service guys said no way would these trails be possible without volunteer groups like the mtnbike community and other groups. Yay! The TRT folks are very organized and professional.” - Henrietta Stern MORCA

The group did an incredible job: we built 1751 feet of new trail. The Tahoe Rim Trail Association sponsored our trailwork day, and said afterwards: **“you set a tough example [for others] to keep up with!” and “The group was impressive in their commitment to building great trail.”** Forest Service management was also excited, mentioning **“stout effort and substantial accomplishment.”** Both the Tahoe Rim Trail association and the Forest Service send their thanks and gratitude for our work.

“If you haven't heard the final numbers...we had about 108 attendees this year from 7 clubs, there were 12 rides organized over 4 days, and we build 1212 feet of finished Tahoe Rim trail and 539 feet of usable (not finished) trail - the Tahoe Rim Trail work leaders were really impressed with how much we accomplished!” - Steve Gemelos MBOC



Specialized supported the event with a grant for meals and other expenses (obtained through the efforts of Patty, Passion Trail Bikes, and MBOC). Specialized also supplied a 15-person, 15-bike shuttle van for Friday rides.

The Saturday night movie about the bike race Ride across the Divide was great too, hosted by FATRAC and a couple local Tahoe riders.

Sunday had some riding from Lower Stagecoach (at Heavenly Valley) to Armstrong Pass, then back up to the car on Kingsbury Grade and parts of the new Daggett Pass Trail we were working on. Other riders explored the Armstrong and Powerline trail areas more fully, or went on a gentle family-oriented ride around Fallen Leaf Lake. The weather and all the riders were out in rare form. Good times.

Thanks to Chucko for organizing ROMP's participation, to Henry for assisting him, and to Patty for organizing an amazing meal on Saturday night and supporting the event in numerous other ways.

All in all it was a great learning, trail working, and riding weekend. Fantastic labor and trail. I would like to see how it fares. It was worth it!

Trails can be compared to food. There's all kinds of food: Good, bad, spicy, sweet, sour, spoiled, raw, rare... you get the idea. If you live to ride a mountain bike, or hike, or trail run, or climb mountains, or just want to get somewhere on your own

little human power, you need trails, and you have an appetite for them. And just like food, there's nothing like home cooking. So why not head on out and join in on some that good old home trail cooking sometime soon? Head out to the Demo, to Wilder, Henry W. Coe (2nd Saturday's!), or wherever you ride, and stick a tool in the dirt, and make something tasty to enjoy. Home is where the heart is, they say. They also say that the best way to a man's heart is through his stomach. So stick a fork in it. I'm done.



History of Pulaski

approve Roosevelt's long-stalled workers' compensation program.

Passed in 1916, the Workingmen's Compensation Act, sponsored by Sen. John W. Kern, D-Ind., and Rep. Daniel J. McGillicuddy, D-Maine, established a program to protect federal civilian employees and their dependents in the event of work-related injury or death.

The plight of people like Ed Pulaski was not lost on Mark Reed, president of Simpson Timber Company. In 1911, Reed, a second-year Republican legislator from Olympia, pushed through our state's first workers' compensation program for public- and private-sector workers. Unsatisfied because the law covered only lost wages, Reed secured a no-fault insurance program in 1917 that paid wages, medical bills and other expenses." (http://www.pnwlocalnews.com/south_king/ken/opinion/98137064.html)



"Ask any wildland firefighter and they'll swear by their "pulaski," a tool that combines an axe and a mattock (similar to a pickaxe). It was invented by U.S. Forest Service Ranger Ed Pulaski in 1911, one year after the nation's largest wildfire nearly took his life and left him permanently scarred. While Pulaski is remembered for his firefighting tool, it was the pain and suffering he and hundreds of other firefighters endured that led to today's workers' compensation system." (<http://www.columbian.com/news/2010/jul/13/competition-the-best-thing-for-workers-compensatio/>)

Ed Pulaski was already working on a design for an all-purpose forestry axe before the fire. Being "tired of carrying two separate implements to fight a forest fire, one to chop and one to hoe, he combined an axe and a grub hoe. Now he could chop with one side, turn it, and hoe the ground with the other." – Wikipedia. One can easily imagine how the fire-fight for his life at the entrance to the tunnel was powerful motivation to create it. Following the tragedy, in his semi-invalid and blind state he further pursued the design of

this tool in hopes of patenting the device and making some money to improve his desperate economic condition. Pulaski died in 1931, an employee of the USFS. He didn't make any money from his invention.



Trail workers become very familiar with the pulaski tool. It is one tool you want to have along not matter what. A sharp axe and a grubbing mattock head make it the jack of all trades cutting, limbing, and grubbing, on a trail crew. It is a dangerous tool, and must be inspected carefully for imperfections before each use. You've got to respect the pulaski's potent circle of death (the radius of the tool around the pulaski wielder). For removing and shaping roots in the trail, the pulaski is excellent. But you must be careful not to swing this into your feet, ankles, and shin, as miscalculated blows are sometimes deflected unpredictably. In a pinch (at the expense of the blade) the tool may be used as a pick-mattock (but this is only as a last resort, as it ruins the edge). Always hold it firmly. Concentrate, and have a definite idea of what you are trying to accomplish before making each stroke.

For safety, please check all of your trail work tools each time before using them. Handles should be smooth with no cracks. Splinters and broken handles are very dangerous. Check the cutting edges for sharpness and condition. And make sure the head is not loose. Wear gloves and eye protection. Do not use faulty tools. Report defects to your crew leader.



Big Ed Pulaski retired from the USFS at age 62. A two mile trail that leads to the tunnel where the men took refuge in the fire was dedicated in 2005. Next time you hold a pulaski in your hands, think of Ed and his men, many of whom perished in the Big Burn. Honor them, and do your work well.

Sources: http://www.fs.fed.us/r1/1910-centennial/accounts/My_Experience_Mrs_Pulaski-typed.pdf, <http://www.fs.fed.us/r1/1910-centennial/people/pulaski-tunnel-dedication.pdf>, <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=15082518>, http://www.pnwlocalnews.com/south_king/ken/opinion/98137064.html, <http://www.firehouse.com/forums/archive/index.php/t-73171.html>, http://www.sha.org/news/current_research/usa-pnw.cfm



VOLUNTEER TO TURN WHEELS

Saturday, December 11th starting @ 8AM-?
South Hall San Jose Convention Center

This year ROMP will help TWFK to build 2500 bikes all in one day! Do you realize that means 5,000 tires to pump! Whew!

ROMP has registered to volunteer as a team to help. Thanks to Jeff Lew for hopping on to the TWFK website on **Oct. 20th @ 8am. The TWFK's biggest event of the year** always fills up in just a few hours!! Seriously. And they say good help is hard to find. Not at the Big Bike Build! **ROMP's 10 volunteers are just a few of the lucky 700.**

As team captain, Jeff will be expected to relay informational emails, tool lists and paperwork to the team. The other obligation is the mandatory Team Captain's Meeting in mid to late November.

The TWFK event is always free to the volunteers but every year it is also in very high demand. And frankly, they just do NOT have the space to accommodate bigger teams. The spaces are all equal in size and meant for 10 people with tools and bikes and cardboard and...you get what they mean. The fire marshall gets nervous! They love you all, but in order to give as many teams as possible the chance to participate, they HAVE TO LIMIT TEAMS TO 10. They can't STRESS THIS ENOUGH!



What if you can't build a bike? No problem! Plenty of jobs are available, like helping with registration, raffle tick-



et peddlers, recycling, bicycle moving/loading, and the list goes on.

Do you work for, or know of a worthy organization who runs organized toy drives, gift events, or similar holiday functions that serve needy children in our area? Let us know about it!

This holiday season, TWFK will be gifting 2500 bicycles to the underserved children in our community. They work in partnership with several organized children's charities and organizations. In 2009, some of these included Sacred Heart, EMQ and CityTeam.

Every year the organizations apply for grants from Turning Wheels for Kids during the grant cycle. This year the grant cycle runs from 10/11-11/15. Log on to the TWFK website after October 11th and complete the grant request form before the closing date. Grantees will be notified mid-November.

A SPECIAL REQUEST FROM TWFK:

Think about the merchants that you deal with on a daily basis, see if they would like to support the TWFK cause. I would be surprised if the woman who owns the coffee shop I go to every morning said no. Boy, that would be awkward! And I find that people rarely say no, plus, it's kind of a cool cause! My mother always told me, "If you don't ask, you don't get!" TWFK uses that as their mantra!

If interested in helping out, contact ROMP (editor@romp.org) to have a donation letter emailed to you. The letter includes information for potential donors so they can read about TWFK, the event and also the tax deduction information.



Bragging & Boasting

Here's a picture of me this year in July, at the top of Sunrise Trail with Charles in Downieville. Finally, I decided to give it another really hard try, and over the last two months I lost another 10 pounds. This week I had the flu, and that is what got me from 156 to 153, my goal weight. It's probably dehydration, but I'll go with it for now!



Here's a face shot of what I looked like back in 1998, when I was racing for the Stanford University Cycling Team. I'm holding a State Downhill Championship mug, which I won at Squaw Valley in the Women's Sport class.



I think I remembered my weight wrong, because I'm clearly thinner than I am now.

Here's a fairly recent face shot from a month ago, at my desk at Passion Trail Bikes:



My goal for this weekend is to get a picture of me on my bike so I can post it over my desk, and to drag out some old shots of me racing to compare. I want to give myself a final, adjusted goal weight so I can get rid of a few pounds of flab that persist on my belly, and some room for rebounding a bit.

My guess is it will be in the low 140s.

Oh, and I get to order my present to myself, because I decided if I made my goal I would get a new bike: An Ibis Mojo HD.

So here's a shout out to all the Clydesdales and Athenas out there... Ride your bike, be happy you are out there doing it. I'll toast a toast to any Fat Bottomed Girl or Flabby Bel-lied Guy on a bike! FBGs unite! And if you decide you need to lose a few pounds, realize you can do it if you commit, and just keep at it.



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Mountain Cyclist

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

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

- ✦ newsletter@romp.org

Send ride listings to the club web master

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

Newsletter Mailing Party

This fun is repeated quarterly. 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"/> Via US postal service <input type="checkbox"/> Just send me an email		<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)

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



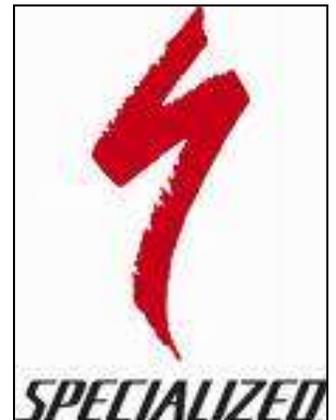
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