

# MOUNTAIN CYCLIST



LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

SUMMER 2012

## Calero Park Master plan

By Paul Nam

On March 7, 2012, the Santa Clara County Department of Parks and Recreation held a Calero Park planning meeting before the board of park commissioners. A new draft alternative plan was



being evaluated to propose and succeed a draft alternative from November 2, 2011. The new March 7th alternative was a reversal for bicycle access. It eliminated a loop option in the south end of the park by closing nearly 5 miles of the proposed Canada del Oro and Figueiroa trails to bicycle access. The March 7th alternative was announced mid February. To those cyclists following the trajectory of the Calero park planning process, the new proposal called for a strong response. On Wednesday March 7th, a generous turnout of voices sympathetic to the November 2nd alternative prevailed.

In 2011 on November 2nd, in an effort to make amends for not being able to be right on top of everything to do with the Calero Park planning process, I rode over to 70 W Hedding Street after work for the Santa Clara County Parks and Recreation Commission meeting to observe the presentation of the SCCO Parks and Rec recommendation for Calero County Park to the commissioners.

At the time, multi-use alternative 3 was the recommended alternative. Alternative #3 had the best regional trail connectivity. Alternative #3 had the most trail access which included bicycles. Four people from the public spoke. Three of us in favor of multi-use. One against bikes. I spoke, and tried to be brief, saying that I supported multi-use, and that it

was working in Coyote Harvey Bear.

I like riding in Coyote Harvey Bear. I am quite sure that we'll see more of this sort of trail standard in Calero. They are really tame wide trails. This is not what the advanced

hard core mountain bike person is seeking. SCCO parks is not going to provide black diamond trails anytime soon.

The commission is really concerned about bike-horse/hiker conflict. Letters directed to the commission really needed to come from their respective constituencies in support of points of view.

Five months later cyclists turned up in a good number. I estimate that there were something like 30-40 cyclists in the room (counting park staff who I know ride). Huge thanks to Team Wrongway for rallying a great turn-out. Good comments were made by my fellow Henry W Coe SP volunteers. Notably, from Coe, Chere Barger and Paul Liebenberg, both equestrians and cyclists, spoke persuasively in support of Multi-Use Trails (MUT) and "the loop". Henry Pastorelli, representing ROMP, really nailed some of the more fine and important and sometimes overlooked points when he took his turn to speak (and deserves a long thread of email in itself). Henry spoke of the future of parks and demographic trends. In particular, he stressed the fact that mountain biking was not going to go away.

The November alternative was a good compromise. It really

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# President's Corner

By Linda George



After 8 years away, it's great to be back in the south bay! I'm enjoying reconnecting with many dear friends from earlier ROMP days, and I'm looking forward to meeting those of you who joined ROMP while I was in grad school in Berkeley.

My husband Dave and I returned last October to enthusiastic discussions about organizing some fun new group rides. That was music to my ears. My enjoyment of mountain biking is the main reason I'm a ROMP member; without enough of that pure, energizing sense of fun I lose track of why I'm doing trail-work, writing letters, and going to meetings! And, after a lot of riding in the east bay and a smaller amount of exploring in the north bay, I believe we truly have some of the best bay area trails in our backyard – from the harder routes at Skeggs and Demo to the gentler swoopy family-oriented trails at Arastradero, and south toward Santa Teresa, Almaden, and the amazing Henry Coe State Park. I've learned about several new trails that were not here 8 years ago, and I look forward to continued efforts toward new bike-accessible trail mileage in our area.

I'm excited about our new "Monthly ROMP" – a great way for riders of all levels to get outdoors, form new friendships, and explore a range of trails in Santa Clara and San Mateo counties. I'll be leading some of the gentler-paced Monthly ROMP rides this year. Come ride with us – we'll be posting each ride on ROMP's meetup page.

We're always looking for more volunteers, so if you have something that you'd like to assist ROMP in accomplishing, please let me know and I'll get you in touch with the appropriate person within ROMP. You can reach me at president at romp.org. And, if you haven't joined ROMP as an official member, please consider joining today! It's easy (see romp.org or the back of our newsletter), and your membership boosts our efforts to enhance local trail access.

See you out on a ride! --Linda



By Josh Moore

Being engaged to a Kiwi has its perks. Much glee was had planning a trip with our one year old daughter to New Zealand to visit friends and family. The trick for me was to figure out how to get a few mountain bike rides in. This article recounts planning for a trip to New Zealand and a few places I had the pleasure of riding.

New Zealand or Aotearoa, as it is known to the native Maori people, is two islands in the south pacific, four hours by plane to the east of Australia. The varied topography and sharp mountain peaks of the two main islands, formed by volcanic eruptions and the tectonic clash of the Pacific and Indo-Australian Plates, encompass about the same landmass as California. The south island is divided by the Southern Alps – a series of 10,000 foot granite mountains and glaciers – where the country's outdoor adventure capital, Queenstown, is located. The north island is much flatter with perhaps the best known mountain biking in the Taupo volcanic zone.

Polynesians first settled New Zealand around 1300, and Europeans first arrived in 1642. In 1840 New Zealand became a colony of the British Empire. Today the islands are about 75% European and the rest predominately Pacific Islanders with a total population of 4 million. With over a million in Auckland, the capital, the rest of the country feels quite rural and bucolic.

Non-stop flights from San Francisco to Auckland can be had for around \$1000 during the spring and fall. The high season which would be our winter and their summer, can cost you three times that. When I went, New Zealand Air was the carrier of choice because it did not have a surcharge for sporting equipment, as long as it did not exceed the weight or size limits. I put my bike into a hard-sided bike case and only had to pay a bit extra because it was overweight. In hindsight I may have used a cardboard box to keep the weight down.

If you do decide to bring your own bike, extra care must be taken to thoroughly clean your bike before arrival, particularly your tires. It may be worthwhile to consider putting on a fresh pair for your trip. Prior to departure, I looked on-line to get an idea of what kinds of bikes would be available for rent. Upon arrival, I was surprised to see a much wider variety of modern full suspension mountain bikes available at the bike shops in Rotorua, and at the shops associated with the numerous dedicated bike parks around the country. Rentals of nice bikes aren't cheap though, ranging from \$50-80 USD per day.



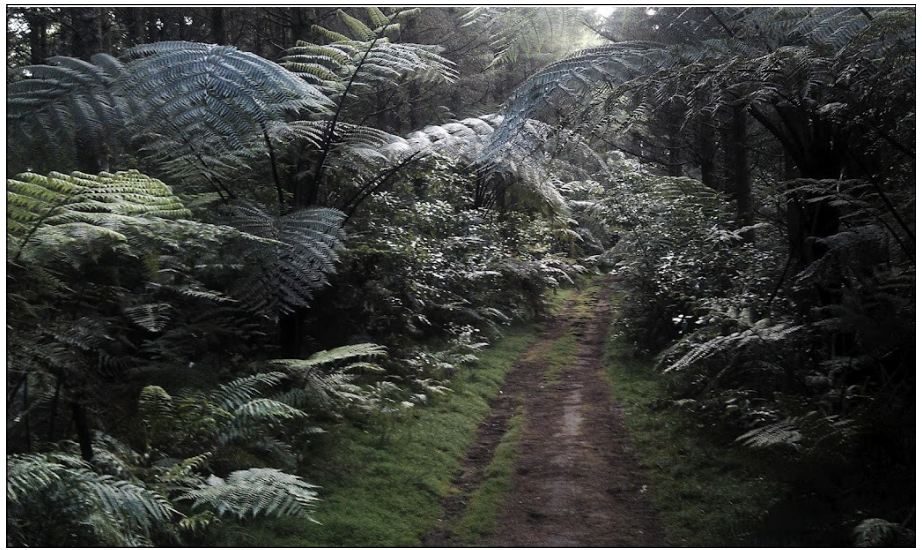
# New Zealand

My fiancé had bought me “Classic Mountain Bike Rides”, 7<sup>th</sup> edition, published in 2008. This served as my guide in planning places to ride, and also contains some rudimentary maps which came in handy. Hopefully a new edition will come out soon. In my experience, anything in the book with three or four stars is worth riding. According to the book, a number of mountain bike parks are being built out around the country which may provide riding opportunities for those interested in more North Shore style ‘jumps and stunts’ riding. In addition, it is not clear what the constant barrage of weekly 4 and 5 Rictor scale earthquakes have done to the riding in the Port Hills near Christchurch. We did not visit the south island this trip but when our daughter is a little older, we hope to ride the 75 mile Queen Charlotte track staying in some of the Bed and Breakfasts along the way.

Our first weekend was spent in Auckland. In between visits with friends and family, I spotted a trail heading through a drainage and up over a ridge heading to the next suburb from our hotel in Takapuna. The next day I got the opportunity to explore the surrounding area and got in a nice 5 mile out-and-back ride around Tuff Crater, one of the 50 or so craters in Auckland. I thought discovering an entertaining city trail free of no bike signs was a good omen for the riding to come. Takapuna would also serve as a good location for day trips into the central business district as well as north to the trails at Woodhill and Riverhead. More on that later.



With the nieces back in school, we met up with Lucy, a young woman who Jo helped raise and had lost touch with. We headed south to the volcanic town of Rotorua and Whakarewarewa



or “The Forest”, considered to have the best mountain biking in New Zealand. Lucy is now out of high school, and she and Jo needed a lot of time to catch up, so I had to go out riding a lot. We stayed in the geothermally heated Alpin Inn which billed itself as a mountain biking hotel. It had the advantage of being ride-in, ride-out to the trails and came equipped with a bike wash station, which came in handy the day I was caught out in the rain. The proprietors also gave me a decent photocopy of the trails map and some route suggestions.

In the post WW II era, foresters replanted the hills in Whakarewarewa with various non-native trees to see which would grow and continue to support a logging industry. Today, amidst active logging and fern trees, tall douglas fir, redwood and eucalyptus provide a canopy over a network of trails measuring more than sixty miles.

The first ride I did there started up and over the ridge from the hotel and down to the base of the mountain. There I talked to a big guy at the shop who was helping someone rent a bike. He suggested a nice 4 hour loop through some very scenic and relatively flat grade 2 trails at the base of the mountain, and then a long fire road climb to the top of the mountain. The top third of the mountain is noticeably steeper and the climbs are reminiscent of ECDM’s fire roads and redwoods. The volcanic soils drain much better and there is much less use, so there is a lot more duff on the trails.

All of the trails are given a rating of one for easiest to six for most difficult. Day one was a nice day of cross country riding on trails rated two and three. On day two, I sought out a trail rated four: Hot Cross Buns. It was a bit more feral, vaguely reminiscent of some trails near Wilder Ranch. On the last day, I wanted to try a five rated trail, but as I approached the trail, I had to take a detour due to the active logging going on, and changed my route to go around the back of the mountain. This turned out to be a few more miles than I expected and by the

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# Trails and Tribulations

By Taylor Forester

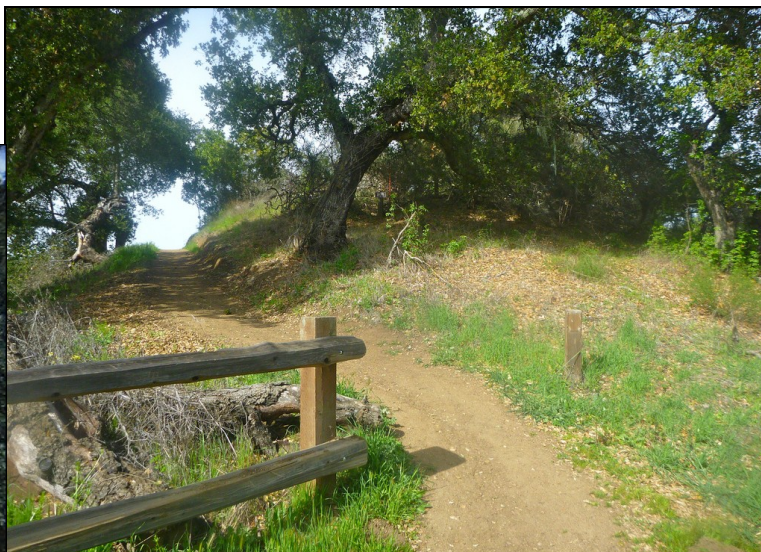
I felt reasonably confident I could lead a Fremont Older (FO) ride with one of my non-ROMP MTB friends. I had been a joyful ride-follower half a dozen times before at FO: during the season, ROMP leads a ride on Thursdays that rolls at 6 p.m. It is, quite simply, delightful.



So we headed out: me, with a weak sense of direction, and my riding partner, with an even weaker MROSD-issued FO map. We tackled the steady climb up the fire road to the top of the first peak, per usual (usual for me, not for my partner, but I have to admit, it felt good to beat a guy up a climb four years my junior). We caught our breath, carried on, and reached a junction. He stopped to pull out the cryptic map doing his best to decipher where we were and where we were heading. “Aw, put that thing away, I’ve done this half a dozen times and know my way around” I boasted. Continuing, I said “You can’t even tell where we are according to that stupid thing anyhow, can you?” My partner was a bright guy – graduated from Stanford cum laude and worked at SLAC as a physics scientist. “Man, this map sucks” he barked, shoving it back into his pouch.

We cycled over a familiar ridge, then down a short hill, something I had done previously at that very spot. What I meant to do was take a sharp left at the base of hill, but instead took a soft left, and quite by accident spun into ‘restricted area territory.’ Since I was ‘leading’ my partner was directly behind me so I couldn’t stop abruptly for fear of a collision. As soon as I saw the restricted area sign (you know the one – a bike in the middle of a red circle with a line through its circumference) I called back to him, “[Expletive], this is a restricted

trail!” To which he replied “Let’s turn around.” And that’s precisely when Ranger Fran heard us and asked us to stop in our tracks and wait for her to walk over.



Turns out Ranger Fran had been ‘lying in wait’ on the trail just around the bend, out of sight from the trailhead. But she wasn’t looking for MTB speeders that day as one might suspect: she was yearning to pounce on a ‘repeat offender’ who furtively cruised that particular trail with frequency. Ranger Fran told us that this repeat offender had so deeply angered the homeowners on the fringe FO area, a couple of them called MROSD law enforcement and asked if they could catch the free-wheeling scofflaw in the act. During our tense chat, she pummeled us with a bunch of questions related to our riding habits, then said she heard me say “this is a restricted trail” but neglected to hear my friend say “let’s turn around.” I’m pretty sure this is what’s meant by selective hearing. Anyway, after the lengthy discourse that seemed to last 20 minutes although I am sure it was much less, Fran issued the citations knowing full well the time it took for me to notice the sign and seek a safe place to turn around was a span of about five seconds.

A couple weeks later, I got the notice from the Court: \$390 due. My jaw dropped. Upon reading the payment options, I learned I’d have to visit the Courthouse on three separate occasions in the hopes of getting the ticket reduced or, ideally, dismissed altogether. Mentally I surveyed my work and social calendars and vowed to make the multiple trips worth my while: I was going to fight the thing.

And so began my pet project. My mother’s a retired lawyer,

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# Clunkers to MTBs: The Evolution of the Mountain Bike

By Linda Kahn

My husband and I visited the Clunkers to MTB exhibit opening night, April 12th, and had a thrill of a life time meeting 80's East Coast frame builder Chris Chance.

We got involved with mountain biking over 30 years ago after riding 'new-fangled' mountain bikes to the Golden Gate Bridge. It was the 50 year anniversary of the bridge in 1987 and it opened to pedestrian traffic with great fanfare. What the city didn't realize was that thousands of people wanted to 'walk' on the Bridge which was closed to vehicle traffic. The city had severely underestimated the response to the celebration.

The public buses were quickly over taxed with people, so we rode from Mill Valley to the Bridge on borrowed mountain bikes. This ride was well over 7+ miles with a long hill in Sausalito up to the bridge, in the freezing cold early morning. We managed all of this without getting tired (or being on bikes for a number of years). I was so impressed with these new 'mountain bikes', we immediately purchased our first beginner bikes, then got more involved, purchasing higher end bikes that are now considered collectable.

The first person I recognized at the exhibit was Jackie Phelan, a well-known 80's woman racer wearing her trademark vintage Oakley glasses. She is still involved with WOMBATS (Women Mountain Bikers and Tea Society). After a few words with Jackie and discussing with one of her companions about what big '80's' riders were, I was told Chris Chance was in the audience along with Charles Kelly. They were both HUGE names from 80's mountain cycling.

Chris Chance was the founder of Fat City Cycles in Somerville, Massachusetts. Charles Kelly is one of the famous 'Marin Repack' group who rode modified Schwinn's or

'clunker' bikes on Mount Tam. The name 'Repack' meant you had to re-pack your bearings with grease after every ride due to the beating they took.

My husband had a Monster Fat Chance purchased 'back in the day' and it was just a thrill to be able to meet Chris. Fat Chance bikes created: Yo Eddy, Team Yo Eddy, Slim Chance, Fat Chance and Monster Fat Chance. These were just a few of his hand-made creations that came out to California. Sadly, the company is no longer in existence, but the bikes are highly collectable and have a cult status.



Bikes on display included 80's Ritchey tandem, Ibis, and Specialized. All without any suspension, and only cantilever brakes (no disc). Any young'uns should try getting up the hills on these old hard tails and see what early mountain bikers had to work with before suspension! By the way, we were also a small handful of 'baby boomers' at the exhibit who would truly recognize or know any mountain bike legends in attendance.

Please visit the Exhibit:  
Clunkers to MTBs: The Evolution of the Mountain Bike  
de Saisset Museum, Santa Clara University  
500 El Camino Real (inside the university property)  
Santa Clara, CA 95053-0550  
April 13th - July 1st



## Rides

Join the mtb-romp google group and check out [meetup.com/mtbromp](http://meetup.com/mtbromp) for exact details.

### The Monthly ROMP

Wheels of all abilities roll every fourth Sunday of the month at a different location in San Mateo or Santa Clara county. Discover new places to ride and hang out after with new friends.

**June:** McNee Ranch – Montara

**July:** Grizzly Flat - Saratoga

**August:** El Corte de Madera – Woodside

### PTB Wednesday Wrides at Waterdog

Starts around 6pm during daylight savings time. 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. [www.passiontrailbikes.com/](http://www.passiontrailbikes.com/) or email [info@passiontrailbikes.com](mailto:info@passiontrailbikes.com).

### Arastradero Beginners with MM

Every Thursday at 6pm during daylight savings. Joint ride with Mere Mortals, this beginners ride covers 4-6 miles and 600-800 feet of climbing.

Contact [anniejumeau@gmail.com](mailto:anniejumeau@gmail.com)

### Fremont Older

Every Thursday at 6pm during daylight savings. Intermediate-paced ride, about 10 miles total with 1800' to 2000' of climbing - ride length will depend on available daylight. Meet at 5:45pm, ready to roll by 6 from Stevens Creek County Park

### ROMP MBOSC at Soquel Demo Forest

Second Sunday, 9:30AM

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. Consensus will determine the route down the mountain.

Contact: Josh Moore 408-420-7342  
[mtbikes@gmail.com](mailto:mtbikes@gmail.com)

# Calendar

### Social and Scenery Ride

Third Saturday, 10:30 AM

Enjoy a ride for experienced beginners and intermediates who want to go slower. Meet at 10:15am (wheels roll at 10:30) to ride, socialize, enjoy the scenery, and work on your biking skills at a slow to moderate pace with frequent breaks for 2.5 hours or more depending on group wishes. 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 and directly across from the Mid-Peninsula Open Space Russian Ridge Preserve. Contact: Phil Solk [psolk@live.com](mailto:psolk@live.com), 650.291.9461



## Trail Work

### Henry Coe State Park

Second Saturday, 9:00 AM

Contact: Paul Nam [vocinam@yahoo.com](mailto:vocinam@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](http://trailworkers.com) for more information.

### Waterdog Lake, Belmont

Ongoing projects throughout the year.

Contact: Kevin Sullivan  
[ksullyman@yahoo.com](mailto:ksullyman@yahoo.com)

## Meetings

### Santa Clara County Parks Commission Meeting

First Wednesday 06:30 PM

To view the agenda, actual start time and meeting location can vary.  
[www.parkhere.org](http://www.parkhere.org).

### San Mateo County Parks and Recreation Commission

First Thursday of Even Months only, 04:00 PM. Board of Supervisors Chambers, Hall of Justice 400 County Center Redwood City CA 94063  
[www.co.sanmateo.ca.us/portal/site/parks](http://www.co.sanmateo.ca.us/portal/site/parks)

### Midpeninsinsula Open Space District (MROSD) Meeting

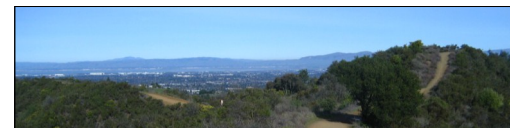
Second and Fourth Wednesdays, 07:00 PM, 330 Distel Circle Los Altos  
[www.openspace.org](http://www.openspace.org)

### 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  
[www.openspaceauthority.org](http://www.openspaceauthority.org)

### Bay Area Ridge Trail County Committee

Monthly meetings for the San Mateo and Santa Clara County Committees.  
[www.ridgetrail.org](http://www.ridgetrail.org)



### ROMP Business Meeting

Most months, usually the fourth Monday, round about 7pm. See [www.romp.org/](http://www.romp.org/) calendar for details. 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: 191 Restaurant and Bar. 191 Castro St Mountain View CA 94041  
Contact: [president@romp.org](mailto:president@romp.org)



impressed me. Of course, I would like it otherwise, but given all of the variables the county is dealt, it's something different. In particular the dog walking access proposition is notable. There is a different dynamic here than at the MROSD for sure. The adventure of taking a pure hiking and equestrian park through a multi-use planning process will have more drama for sure.

Now there may be some real grounds to anticipate that the final draft will include a way for bikes to loop through the SE part of Calero County Park because all except one of the speaker comments (Kitty Monahan), including (and this was something I did not expect) the park commissioners, supported this aspect of the Nov 2, 2011 preferred draft alternative for Calero County Park. These are definitely grounds for optimism. There were at least 20 speakers from the public at the March meeting.

My recommendation, though, is that you should not rest easy thinking that the County will come up with a plan that gives you what you want though. Keep up the pressure and follow through to the target. I relaxed after the November meeting, because I left that November meeting with the misunderstanding that the Nov 2 preferred draft alternative would carry the day. That was really my impression. When the March 7 alternative was announced, I was disappointed.

I am conditioned to expect disappointment, as I am sure many of you are, with the history of bicycle access in the area. Particularly due to the outcomes that have morphed from good prospects to shut-outs in the past, like the MROSD closures and the empty promises (in particular Sierra Azul). County officials may not be aware of this psychological aspect.

It deserves mention that ROMP's activities from well over 20 and 30 years ago were cited more than a few times at the meeting as meaningful evidence of good will and constructive behavior. The ongoing trail etiquette education efforts at AQ, represented by Dr Larry West and Garnetta Annable payed off tonight too. We are grateful for these volunteer efforts making a difference.



There is a need for more multi-use trail etiquette education and volunteer bike patrol in County Parks. New people entering the area and taking up the recreation of mountain biking, young and old, are not necessarily aware of the history and etiquette necessary to share multi-use trails.

Local mountain biking faces with no prospect of immediate relief: the lack of technical trails. Calero will not be a haven for seriously challenging descents. Flowy smooth riding, and lots of climbing potential, YES, but gnarly trails, no. The frontier is the legal battle for technical trails. It might not be a bad idea to think about creating a land conservancy org that serves recreational interests and one-way downhill oriented single use mountain bike trails.

The speakers at the March 7th meeting were good and persuasive. More props to them; like Scott Schlachter who spoke at length about his family outings and produced a spreadsheet comparing mtb access to equestrian; Garnetta Annable who spoke to the points mentioned in her letter about the OSA and the Casa Loma and McKean Rd impacts and the need to serve bike riders fast and young, as well as old and slow and timid and new; Travis Taylor who spoke about riding and volunteering with equestrians in Coe and Harvey Bear; David George who spoke of how where he's from - Tahoe - everything is MUT; Chris Kangas who spoke on every point imaginable in a small amount of time; the hikers who favored MUT; to Norman Cevallos for putting it on point to the trails in question; Ted Stroll who prefaced his comments on excessive trail width with a citation about observations from the East Bay as a trail patrol person, and many others not named here.

Decisions are made by those who show up and do the work. Sitting on the fence hurts your ass.





(Continued from page 3)

# New Zealand

time I made it up to the top, giving the national downhill, a six rating trail, a go seemed like a good idea. This is a fall line trail has a number of huge doubles, huge ruts and slippery root gardens. I reckon it is probably easier when you are going fast, but there are reasons why I don't have a successful career as a downhill racer. Sure looks a lot easier in the videos. All in all, there is some great cross country riding in Rotorua. An hour down the road towards Taupo there is a dedicated mountain bike park that would probably be good for another two days of riding.

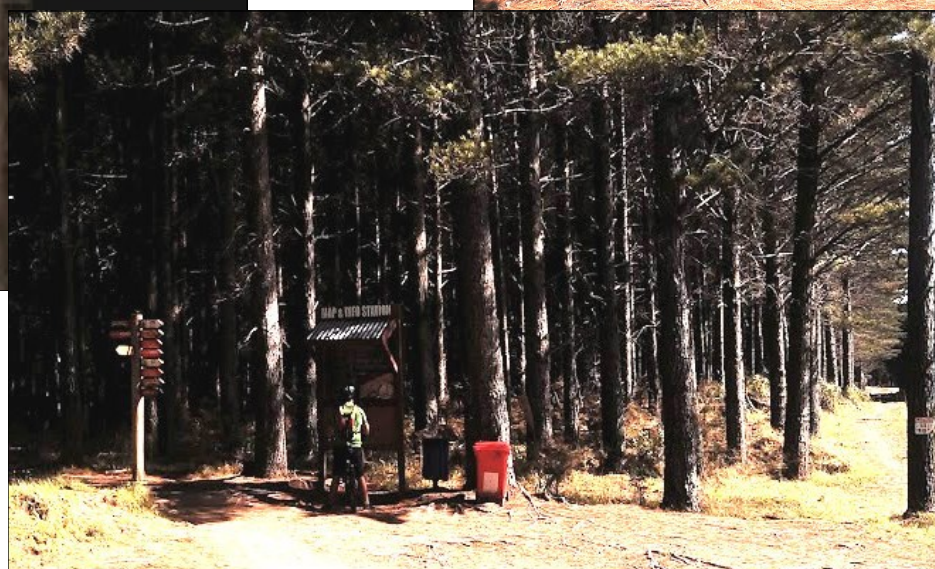


skinny ramps heading up to a jump or drop from overhead height. I was quite comfortable on the three X stuff, and the four X stuff made me downright nervous, so it was good to see the progression. In areas where it was super sandy and on a hill, astro turf was put down to help hold the trail surface in place and provide traction. Fortunately it had been raining before I got there so the trails were in near perfect condition.

Woodhill had a number of sponsored routes through its 75 miles of trails so as a visitor it was pretty easy to follow the signs for Nature Valley Granola or The Mad Butcher to get a 15 to 20 mile route tailored to your skill level. I headed out on one and the trails further out from the gate were clearly not ridden much, although still in quite good condition. I would have been quite happy to have spent another day or two riding here. If it is dry, locals head to Riverhead Forest. To the South of Auckland lie the Hunua Mountains. My guide book suggested that there was a day or two of good riding there, which I hope to get to explore on a future trip, but this time, we headed north to the Bay of Islands with



We returned to Auckland for the weekend with more friends and family. Jo wanted to



spend some one on one time with her mother and so she dropped me off at Woodhill Mountain Bike Park about 40 minutes north of Auckland. Woodhill

is downright sandy, similar to The Eighth and Giggling side of Fort Ord, but it is an active logging forest so imagine Fort Ord with neat rows of trees. It is not exactly a very natural environment, so the built up stunts – skinnies, causeways, jumps and drops don't seem too out of place here. The stunts are also rated on a scale of one X up to five. One X might be one foot high jump that you can easily go around, and five X were

the in-laws. The Bay of Islands is not known as a mountain biking destination, although I did manage to get out one day and ride through Waitangi forest from Mt Bledisloe. Once again, I was riding in a forest that was being actively logged. Some of the trails in the guidebook seemed to no longer exist. Others did not follow the route as described in the book, and the biting sandflies made the SPD sandals I was wearing a bad choice. All in all, it was a fun afternoon of wayfinding, but not a destination ride. Further south, north of the town of Whangerei, I had hoped to

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make an outing into the Glenbervie Forest. The book suggests that as of 2008 the trail gnomes have been busy, but the details were sketchy, it was unclear where to get a map, and it was raining so we passed it by on our way back to Auckland.

I thoroughly enjoyed my trip to New Zealand. The food was good, the people were nice, and the climate pleasant if a bit rainy. There are some stellar partnerships where riders have made arrangements with forest owners to permit mountain biking among the trees before and after harvest, not unlike our

Demonstration Forests. These arrangements, the low population density, and the lush, semi-tropical climate make New Zealand an excellent mountain biking destination. What are you waiting for?





# Tribulations

so I learned from the best and painstakingly crafted my notes a la Perry Mason: I had a powerful opening, compelling story, and solid summation. I practiced in front of my riding partner. I practiced in front of my cat. I was confident. I was ready.

The first visit to the Courthouse was innocuous enough. The lady behind the glass (likely bullet-proof and for good reason) needs to hear the alleged violator say "I am fighting this ticket." With that magic utterance comes a court date for the arraignment. I dutifully returned a week later to a crowded court room. There was a ton of sad sacks there, but I was the sole bike-riding delinquent. The others were traffic violators, drivers of air-polluting autos.

As I observed the judge, I noticed that when offenders pled guilty, they immediately got their fine reduced. The man was reducing left and right with no exceptions! I was torn: do I plead guilty, accept a (likely) reduced fine and call it a day? Do I forge ahead and plead not-guilty in the hopes of garnering a dismissal? Ranger Fran was sure to make an appearance on trial day, I just knew it. Suddenly I was asked to speak. "Your honor, I guess I'll plead not-guilty because I want to have an opportunity to explain myself."

He smiled and said "Very well, how does Monday, November 14 at 1:30 sound?" Startled by his considerate nature I replied, "Um, the bailiff asked us to turn our phones off before you got here so my calendar isn't up and running at the moment." He gave another broad smile and asked me to step aside, turn the phone on, consult my calendar, and when done, motion to the bailiff I was ready to speak again. I did so, and said "Your honor, er, actually, that date doesn't work. How about November 21, same time?" "Done," he said, "See you then!" Yes, with an exclamation point. This guy loves his work, I thought.

The trial date arrived soon enough and, as suspected, Fran did show up. She too gave me a smile when she saw me across the room all these months later. When I was given the opportunity to present my case, I gave it everything I had, and during my summation made the judge and all others present chuckle. I was funny. I was sharp. I was enthusiastic. I was professional. The judge seemed impressed. Alas, his final words were "Well, I'm not

sure I agree with this law in your circumstance, but it is a law, and you did appear to violate it. But, well, I'll tell you what: I'll go as far down as I possibly can if you can pay this today. How does \$110 sound?" "Sold, to the cycling hooligan!"

Mom used to say, 'Always leave 'em laughin'.'



MIDPENINSULA REGIONAL OPEN SPACE DISTRICT  
330 Distel Circle • Los Altos, California 94022-1404

**NOTICE TO APPEAR/COMPLAINT No. 20918**

Date of Violation: 11/15/11 Time: 1:00 PM Day of Week: M Case No. \_\_\_\_\_  
Name (First, Middle, Last): JAYOK FORESTER Owner's Responsibility (Veh. Code § 40001)   
Address: \_\_\_\_\_ City: \_\_\_\_\_ State: CA ZIP Code: \_\_\_\_\_  
Driver Lic. No.: \_\_\_\_\_ State: CA Class: NIP Age: \_\_\_\_\_ Birth Date: \_\_\_\_\_  
Sex: F Hair: RED EYES: BLUE Height: 5'11" Weight: 125 Race: W Other Description: \_\_\_\_\_  
Veh. Lic. No. or VIN: \_\_\_\_\_ State: CA  COMMERCIAL VEHICLE (Veh. Code, § 15210(b))  
Yr. or Veh.: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Body Style: \_\_\_\_\_ Color: \_\_\_\_\_  HAZARDOUS MATERIAL (Veh. Code, § 353)  
Evidence of Financial Responsibility: \_\_\_\_\_  Same as Driver  
Registered Owner or Lessee: \_\_\_\_\_  Same as Driver  
Address: \_\_\_\_\_ City: \_\_\_\_\_ State: CA ZIP Code: \_\_\_\_\_  
Correctable Violation (Veh. Code § 40610)  Booking Required  Misdemeanor or Infraction (Circle)  
Yes No Code and Section Description Description M I  
  MTRDSD 302.1 M I  
  CLOSED AREA M I  
  M I  
  M I  
Est. Speed \_\_\_\_\_ Radar Speed \_\_\_\_\_ Posted Speed \_\_\_\_\_ Safe Speed \_\_\_\_\_ Radar No. \_\_\_\_\_ Direction of Travel \_\_\_\_\_ Continuation Form Issued  
Location of Violation(s) at: FRENCH OLDER OSP. PLACE OF OCCURRENCE: PARKER RANCH. CUTE. 2  
Comments (Weather, Road & Traffic Conditions): \_\_\_\_\_ Official Sunset: 7:40  
 Violations not committed in my presence, declared on information and belief. I declare under penalty of perjury under the laws of the State of California the foregoing is true and correct.  
Arresting or Citing Officer: J. KIMMEL Badge No. 1020220 to Vac. dates: \_\_\_\_\_

<b>Romp Directory</b>	PO Box 1723, Campbell, CA 95009-1723	650 620-9798	www.romp.org
President of the board	Linda George		president@romp.org
Vice President of the board	Henry Pastorelli		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
Director and newsletter	Norm Cevallos		newsletter@romp.org
Director at large	Theral Mackey		t@tmack.net
Director at large	Aaron Faupe		aaronf@gmail.com
Beginners clinic	Jim Sullivan	650-455-0693	beginnersclinic@romp.org
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Castle Rock Liaison	Ross Finlayson		castle-basin_liaison@romp.org
Soquel Demo Forest Liaison	Patty Ciesla		sdsf_liaison@romp.org
San Mateo County Parks	Jim Sullivan		smcp_liaison@romp.org
Santa Clara County Parks	Charles Jalgunas		sccp@romp.org
Web Master	Aaron Faupe		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

**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



# 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.

<b>Name</b>		
<b>Family Members</b>		
<b>Address</b>		
		<b>Phone</b>
<b>City</b>		<b>email</b>
<b>State</b>	<b>Zip</b>	<b>Membership Type :</b>
<b>How did you hear about us?</b>		<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)
<b>Send Newsletter:</b>		
<input type="checkbox"/> Via US postal service		<input type="checkbox"/> New <input type="checkbox"/> Renewal <input type="checkbox"/> Change of Address
<input type="checkbox"/> Just send me an email		<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



Responsible Organized Mountain Pedalers  
PO Box 1723  
Campbell CA 95009-1723

NON-PROFIT ORG  
U.S. POSTAGE PAID  
SAN JOSE CA  
PERMIT NO. 1371

ADDRESS SERVICE REQUESTED

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# Our Sponsors and Supporters



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Want your business here? Help us out with donations in kind or become a sponsor: [www.romp.org/club/sponsorform.doc](http://www.romp.org/club/sponsorform.doc)