



Responsible Organized Mountain Pedalers
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LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY NOVEMBER 2007-JANUARY 2008

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Coe Park After the Lick Fire

By Paul Nam

On September 3rd at 1:45 pm an illegal trash fire accidentally ignited a wild fire that would consume 47,760 acres and 10.2 million dollars as it was fought by 868 people. This was the Lick Fire, so named for it's visual proximity to the Lick Observatory atop Mt Hamilton. Prevailing winds carried the fire into Henry Coe State Park where the fire was fought and the greatest damage was done.

This article will attempt to address questions that mountain bikers may have about the aftermath of the fire. When will the burn zone re-open to riding? What is it like in there? How were trails affected? Are leached fire-retardants a toxic concern to the water supply? What plans are there for the future? What is being done? How did it affect wildlife?

The burn zone will not open to the public until the Spring of 2008. The closure will be enforced for three main reasons: policy, safety, and resource protection. The Dowdy Ranch trail head will also remain closed until Spring 2008. Time is needed to catalog the effects of the blaze. Potentially dangerous conditions occur in the burn zone.

Downed trees and "widow-makers" or still standing but highly unstable trees are abundant in certain areas. Trails and roads have been negatively affected in various ways by the fire and fire-fighter traffic. Trail signage has been damaged. Deep loose dust fills ruts, sometimes covers trail surfaces, and becomes mud



puddles and slicks when wet, which may hinder travel within the zone. Be that as it may, such conditions alone may not be enough to justify keeping visitors out, as these conditions are expected exist to a lesser degree at any time in the park. But it would be wrong to think that the extended prohibition is a punitive exercise of authority. It is also true that hazardous trail conditions do exist within the fire zone.

More compelling, perhaps, is the damage that uncontrolled visitation into the burn zone may render to resources. The fire has left an apparently haphazard patchwork of devastation in various degrees. While the burn zone does contain spectacularly large denuded areas burnt to the dirt, it also contains places that escaped unscathed, and conditions in between. Because many areas are now opened up, which were formerly blocked by dense chaparral, it is theoretically possible for a renegade to travel haphazardly across the landscape. Cross-country travel in the burn zone may make lasting tracks that would detract from the

aesthetic value of the scenery. Potential for cross-country travel is enhanced because trails may be difficult to discern and will be occasionally blocked by deadfalls and areas which escaped the flames. Enforcing the closure for remainder of fall and winter discourages potential abuse.

Finally, the fire zone is being studied and surveyed. Photographic and botanical records are being obtained by staff and volunteers with special permission. The springs scattered in the area have also suffered serious damage (shallow buried and surface PVC pipes were vulnerable in the fire), and assessment and repairs are planned. These activities themselves are invasive, but necessary, and must occur prior to re-opening the area.

The popular Middle Ridge Trail near headquarters in the north is within the closed area as well. However the trail was not affected by the fire. We recommend that Coe park opens this trail to visitors

"It looks like another planet," Is how Backcountry Ranger Cameron Bowers described the worst areas in the Orestimba Wilderness. In places white ash covered the ground where once an exuberant and dense chaparral obscured the earth. Ranks of charred shrub skeletons cast thin shadows on the steep ash covered regolith. Fallen tree corpses, and standing blackened timber dot the landscape. Rocky crags are shorn bare where they formerly wore haloes of vegetation. Typically deep canyon

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Switchback Basics

By Rodney Johnson

After trying switchback techniques and tips on the trail from a half-dozen articles, books and clinics, I recommend the technique taught by Joe Lawwill. He teaches it in his BikeSkill trail clinics and also demonstrates it in a 4 minute video "How to Ride Switchbacks" at <http://www.bikeskills.com/videoclips.htm>. I have explained it below, although some of the points of emphasis are mine.



WHEN GOING UP OR DOWN

Keep your bike upright, not leaning, i.e., bike perpendicular to ground.

A switchback is a low speed turn that relies on turning the handlebars. Do not lean the bike to turn as you might in a faster cornering turn, or the wheels will probably slide out from under you. Instead, as necessary, lean your body to the inside of the turn.

Look up and around the turn as soon as you start into the turn, not just 2-3 feet but 20 feet down the trail.

This is a must. Many riders struggling with switchbacks are looking down at their front tire, at the trail edge, or at an obstacle on the trail, particularly at the crucial part of the turn. This is a very simple key that will provide immediate results. If you are struggling in the middle of the switchback, just look up and down the trail about 20 feet.

Start on the outside line of the trail, as far as conditions allow (i.e., outer most edge, further out than existing ruts, tracks) and stay wide around the turn until the last 1/4 or so before turning the handlebars.

The outer most line makes the cor-

ner as wide as possible and gives you the most options in maneuvering and exiting the turn. Keeping your front tire running along the outer edge, also helps you from cutting back across the trail too soon, a common mistake.

When you start turning in the last 1/4, steer the handlebars across the middle of the trail to exit on the new outside line and shift your weight back to the new inside/uphill side rapidly.

Turning the handlebars too gradually will stall momentum. The weight shift usually occurs naturally.

Think about the technique before and not during the turn; breath and relax your upper body.

If you are thinking about the technique instead of just riding the switchback, you will slow your natural reactions. If you are tense, your body is inflexible, which makes it harder to maintain your balance.



PLUS WHEN GOING UP

Get your breathing under control before starting up the switchback.

Maintaining forward, steady momentum is the key.

- ✦ Pedal smoothly,
- ✦ Apply constant power (if necessary drop to an easier gear with a faster pace or pedal against brakes to maintain momentum, control and smooth out body bobbing),

For the best traction, stay seated and avoid loose dirt, wet roots and rocks, when possible.

Keep your weight forward into handle bars and to the inside of the turn by bending your inside arm and leaning inside by lowering your head over your inside hand. This should also be your steering hand. The outside arm is extended as a counter weight. Lowering your head over your inside hand (while looking forward down the trail) and increasing your pedaling effort at the apex of the turn can be particularly effective.

Particularly for uphill switchback, do not hesitate; quickly steer the handlebars at the apex of the turn while focusing on pedaling. If you turn too gradually, you will stall.

PLUS WHEN GOING DOWN

Brake before and enter the switchback at a slow speed (e.g., walking speed) that you can maintain the whole time; speed does not help in descending. If you over-estimate, feather the rear brake, and try not to use the front brake once you enter the turn.

During the approach, start on the inside line of the trail, then cut over to the outside line to be as wide as possible.

Mentally and physically commit to turning down the trail by:

- moving your weight back for the



downhill,

- keeping your weight low by resting your weight on your feet on parallel pedals (i.e., not on the seat),
- fully extending your outside arm to guide and control your turn, and leaning inside to counter weight (e.g., lowering your head over your bend inside arm) so that if you fall it will be to the inside of the

Switchback Basics (Continued on page 3)

Coe Park After the Lick Fire

Coe Park (Continued from page 14)

it to penetrate, or soak, the target it is intended to protect from combustion. There are no concerns about filtering or treating drinking water from streams and springs as long as normal precautions are taken.

Plans for the management of trails within the burn remain to be determined as the kind of detailed information from reconnaissance still needs to be obtained. Authorized activities are underway to gather the intelligence needed to make good decisions are underway and includes mountain bikers.

Wildlife has suffered losses, especially to those species that are less prepared to evacuate the long distances or burrow deep enough to survive the flames. Also, we are now upon winter, and food sources may be running low for some species. A number of dead pigs have been seen burned to death by the fire. During the fire many small rodents and other mammals were observed to have sought the safety of dirt roads from the flames and high temperatures, but apparently expired from smoke inhalation. Deer populations seem to have survived well. The small elk herd that ranges in the wilderness has been observed to be healthy following the fire. It has been observed that the deer are enjoying a bounty of browse following the fire as partially burned trees continue to fall presenting fresh and formerly beyond reach oak leaves and ripening acorns to their access. It is not understood exactly how the fire affected mortality rates among other families such as reptiles whose progeny, the horned toads, alligator lizards, and various snakes, are endemic and common in Coe.

Recent accounts of mountain lion sightings outside of the fire zone are not necessarily attributable to the fire because they have not been higher in

number than usual. Since we are coming upon the mating season, the movement of wildcats is naturally enhanced, and young yearling lions are also forced away by their mothers to seek their own territories. Deer and rodent populations are expected to fare well and increase following the fire, and so all the predators who benefit from this food supply are expected to thrive commensurately.

Birds have immediately survived the fire because their advantage of flight and also because the fire happened long after the brooding and fledging of this years young. Yet, the elimination of the mature chaparral and the many fruits, seeds, and insects that these shrub forests produce may have a negative effect upon their numbers in coming seasons.

To witness the re-colonization of the fire zone by plants and animals promises to be a fascinating study for the observer. The trails that people use to access and appreciate the force of nature as exhibited in Coe Park will also undergo a type of succession. The first step to the recovery of the landscape and the trails is going to be

in part simply patience to let a winter season pass to allow soils and ash to consolidate, to let the dead trees fall, and to let authorized people gather the data needed to prepare the trails in the fire zone for eventual use. Please respect and observe the fire zone closure, and enjoy the abundant, well developed, and equally exhausting trails available from Hunting Hollow in the mean time.

Update: A meeting with the Superintendent and the Supervising Ranger on the 30th of October resulted in the conclusion that the park won't open the trails in the burn until they are properly investigated. The efficient way to evaluate the trails will be by volunteers on mountain bike. We formulated and agreed on a procedure. One of the first tasks will be forming a "trail patrol" by recruiting volunteers to begin the field work. Anyone interested in joining should contact Paul Nam.



Coe Park After the Lick Fire

Coe Park (Continued from page 1)



bottoms harboring groves of laurel trees and sycamore trees escaped consumption by the flames. North facing slopes were sometimes spared, whereas south facing chemise chaparral colonies rarely escaped utter conflagration.

Trails used by cyclists are definitely implicated. Here are a few examples. Along the SW edge of the fire zone, an old abandoned trail was bulldozed into a dirt road connecting the west end of Center Flats Rd with Wagon Rd on the S shoulder of Wilson Field Hill. This new connection may come to replace a section of Center Flats Rd. The Scherrer Trail was bulldozed as a firebreak. A formerly impractical route, the Eagle Pines Trail, off the north end of the heights of Willow Ridge Rd, was bulldozed. Trails leading south off Bear Mountain towards Mississippi Lake are in a severely immolated area, and elusive trail connections may be in the offing due to the elimination of vegetation.

From a trail work perspective, a potential boon exists from the wholesale elimination of brush along certain corridors. It may be convenient to take advantage of the situation and choose better alignments in sections. Survey and assessment of the backcountry trails will reveal opportunities. We will be marking trails, photographing, noting trail signage needs, identifying problems

and opportunities, noting dangerous conditions such as dying trees next to the trail, analyzing drainage, slopes and trail surface potential for erosion, proposing remedies, and prioritizing them. However, it must be understood that permission to conduct certain changes to trails by volunteers is limited by policy and authority. More limiting, in practical terms, is the amount of volunteer time and labor that can be recruited. Experience shows that talk is cheap. Unless an increase in volunteer participation can be achieved, many opportunities to improve the backcountry trail experience and conserve resources will



be squandered. Water resources in the park are affected. Developed spring facilities will be inspected for damage and repaired. Lakes, ponds and streams in the burn zone will experience a significant increase in the contribution of silt from runoff from rain events. How this will affect the ecology remains to be seen. Certainly Mississippi Lake will serve as a repository for sediment, and the Lick Fire will be marked by a thick layer in the mud, and become shallower. The Pacheco Creek watershed will transport a lot of silt and perhaps the creek bed will fill in temporarily and become less rocky. Until plants succeed in repopulating the hills with their canopy, the soils will dry faster between storms. And until plants return to binding and building soils, mud slides and other forms of erosion

will be more frequent. Potential exists for flash-floods during severe episodes of precipitation.

Within the run-off water will be what remains of fire retardants dumped on the edges of the fire to retard it's spread. Is this a concern? No, the compounds used break down completely in a few days, and are not toxic in themselves. Additionally, water was obtained by helicopter dipping a huge dangling bucket into lakes. A foaming agent was injected into the water as it was bombed onto the fire. The chemicals used in these processes are non-toxic, we have been assured. There was an unenlightened time when compounds used were not environmentally friendly. For example, borate was once used, which was found to sterilize the soil. Then later rye grass seed was once added to help consolidate soils as soon as possible. However, rye grass is non-native. Such products are no longer used. The red dye used to aid observation of deployment is harmless ferric oxide or rust. The main active ingredients dropped by planes to put out wildfires are ammonium polyphosphate, a kind of salt, and fine clay. These ingredients are actually claimed to fertilize the ground. There is a possibility that this artifact of fertilization may enhance the colonization of weeds. Foaming agent works much like soap in that it is a surfactant or specifically reduces the surface tension of water which enables



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Switchback Basics

Switchback Basics (Continued from page 2)

trail.

As soon as you move around the turn (i.e., last 1/4), turn your front wheel towards the middle of trail, let off the brakes and accelerate across the trail and the exit of the turn. If you use too much brake at this point you will be going too slow and may stall, lose your balance and fall.

Practicing For Switchbacks

Track-stands and slow races: this will help your balance when going slow and help your braking;

Slow turns:

- practice turning in a circle as slow and tight as you can (Ned Overend does this in his garage with his son in the winter);
- create your own switchback on level ground with traffic cones, tree limbs etc. or use the corner of a parking lot, starting with a wider turn and then continually tighten the boundary (e.g., move the traffic cones, limbs closer together); and
- repeat the above but on a slight incline on a paved street or fire road.

Video:

Watch Joe Lawwill's video "How to Ride Switchbacks" five or six times at the BikeSkill website at <http://www.bikeskills.com/videoclips.htm>.

On an easier switchback:

Practice riding it focusing only on three components – riding relaxed, looking forward down the trail about 20 feet, and starting on the outside line of the trail and staying wide. Add other components after you can consistently do these three.

Some Local Trails For Practicing Switchbacks

Peter Creek Trail at Long Ridge
Mid-Peninsula Open Space Preserve: 4 to 5 switchbacks in the loop;

Woodrat and Woodland Star Trails at Palo Alto Asratadero Preserve: 3 to 4 each, with the Woodrat side being more difficult than the other side;

Seven Creeks Trail at Fremont
Elder Mid-Peninsula Open Space Preserve: 2 to 3 before crossing Ranch Road;

Waterdog Park in Belmont: narrower singletrack with more difficult, tight switchbacks on most trails; and

Saratoga Gap Mid-Peninsula Open Space Preserve: one gnarly switchback with roots and rocks a short distance in from Highway 9.

If you want to discuss switchbacks or have comments let me know through either the ROMP email list (see <http://www.romp.org>) or at Rodney@stanford.edu.



ARCHIVAL PHOTOS (C) WENDE CRAGG, ROLLING DINOSAUR ARCHIVES



Celebrate ROMP Ride and Club Care

Celebrate ROMP Ride and Club Care Presentation Saturday 12/1/2007 Come out after ROMP's Holiday Party for an all inclusive no drop group ride, beers, food and an IMBA presentation on what makes a successful volunteer organization, and where you'd like to see ROMP go.

During Club Care weekends, the Subaru/IMBA Trail Care Crew will share techniques that advocacy organizations across the country have used to reach goals, overcome chal-

lenges and grow the mountain bike community. We want to help you take your club to the next level. Topics covered include:

- Building Community
- Increasing Community Involvement
- Cultivating New Leadership
- Managing Leadership Burnout
- Communication
- Marketing

- Planning for the Future
Trails build communities. Communities build trails.

9:30 AM Meet at Gate CM03 at El Corte De Madera OSP 10:00 AM No drop group ride rolls. Rain Cancels 1:00 PM Drinks, and food at Alice's Restaurant in Woodside 2:00 PM IMBA Crew Kristin Butcher and Ryan Schutz Present.

5:00 PM Party's over



IMBA California

By Josh Moore

In January 2006, the International Mountain Bicycling Association (IMBA) and Specialized announced a new "California Campaign" initiative. This initiative between IMBA and Specialized, who have been close partners since IMBA's founding in 1988, included the opening of a California IMBA office, underwritten by Specialized. Staffing the office is Tom Ward, formerly the California State Parks Recreation Manager. Tom Ward worked in the California State Parks system for 16 years, experience that will help him identify opportunities for new shared-use trails throughout the state.

The objectives for the California Campaign included opening trails by working with IMBA clubs; local, state and federal agencies and the state assembly; promoting a statewide approach to advocacy issues; improve relationships with other trail user groups and form alliances (i.e. hikers and equestrians); spearheading advocacy events around the state to get more riders involved in the IMBA California Campaign; and working on contentious Wilderness legislation that threatens to close trails.

Tom Ward's initial activities involve utilizing some legislation he introduced into the Parks procedures for converting existing trails into multiuse. The process is set up to work in the following way. An organization is welcome to make an official request to a park supervisor that specific trails be made multi-use. The supervisor must, by law, respond "in a reasonable time" (generally considered to be six months or less) with a decision to open the trails or give specific reasons why the trail must be changed in order to meet state multi-use standards or specific reasons why the trails will not be opened. The reasons must be specific and scientific. They cannot be anything like "a bunch of people wrote letters against it." If the requesting organization is not satisfied with the supervisor's response, the decision can be appealed to the State Parks Administration in Sacramento. To date, Tom has worked with mountain bike advocacy agencies to affect changes in Marin, East Bay, Sonoma Coast, and Santa Cruz.

Tom has also worked closely with the Schwarzenegger administration to help shape how California Roadless areas are managed. Schwarzenegger has requested the

federal government to employ a variety of land protections, keeping the door open for bicycling in California's 4.4 million acres of federal land. As a result, he was invited to advise the Governor's cabinet on how to manage recreation.

Tom has had a direct impact on how wilderness is managed and perceived in California. He helped resolve issues with the North Coast Wilderness Bill. This legislation



Cyclists enjoy the fine riding on a trail in Meiss Meadows, southwest of Lake Tahoe.

dragged on for more than four years. Finally, we have protection for important riding areas and possibilities for more trails in the future. IMBA CA helped find support for a "recreation management area" that will support bikes and off-road use, and secured congressional funding for new, purpose-built mountain bike trails. IMBA has already built six miles of new trail designed specifically for mountain bikes at Northern California's King Range. The BLM's master plan calls for at least 40 miles of single track, two campgrounds and the goal of building an epic destination for mountain bikes. Consider a fall trip to ride the trails and visit with IMBA Trail Designer Joey Klein. Joey and the Big Foot Bicycle Club have been working hard and with an infusion of funding, this trail system could take shape fast.

In addition, Tom has planned and organized meetings with other trail stakeholders including a variety of different user groups, land managers and mountain bikers. These meetings have served to build bridges among other user groups, stimulate mountain bike advocacy, and provide input to land managers.

Tom has had a tremendous impact on mountain biking opportunities all over the state. We have all greatly benefited from his efforts already, despite the fact that the re-

sults of his efforts in this political arena may not be fully seen for years to come.

IMBA California currently has a staff of one person and funding is largely from key industry players in California, Specialized in particular. I believe there is other funding and support from Fox, Bell, Shimano, and Crank Brothers. The original plan was to generate most of the funding for a \$100,000 annual budget from local clubs, with additional support from events, industry, individuals, and bike shops. The budget would support an additional two staff members representing Northern and Southern California respectively. This model is similar to the now defunct Northern California Mountain Bike Association (NorCAMBA) whose assets were folded into IMBA California last year.

IMBA California has a leadership council that has an annual in-person meeting as well as quarterly conference calls. The purpose of the council is to achieve program, fundraising and organizational goals for the benefit of improved mountain bike trail experiences in California. The council provides leadership and serves as the connectivity and communication link for local volunteers and stakeholders to the Association. The Leadership Council is not a governing body and thus not burdened with fiduciary and/or administrative responsibilities and membership



Cyclists descend the road from Eva Bell Mine in the White Mountains proposed wilderness.

is a balance of leaders from local mountain bike organizations, industry, and land agencies including leaders from NGO conservation and trails groups.

On Saturday, July 28th the Leadership Council had its first meeting in Sacramento which was well attended by advocates and industry, mostly from Northern California
IMBA California (Continued on page 5)

MTN BIKES & KIDS

IMBA Take A Kid Mountain Biking Day

A very successful Take A Kid Mountain Biking Day event was held in Santa Cruz on October 6th and organized by our friends at MBOSC. ROMP members joined in on the fun at DeLaveaga Park. The kids had a lot of fun. After registration and bike and helmet check, the kids went on the skills course to learn braking, bike control and balance. Big and small kids got to experience a real redwood forest single track mountain biking adventure. After the ride, the kids and parents came back to the picnic area for snacks, drinks and schweg (courtesy of Fox Racing Shox, Santa Cruz Bikes, BikeSmart, and Bike2Work). A big thanks to MBOSC for putting on a great event.



Turning Wheels For Kids

Save the date for Bike Build 2007!

<http://www.turningwheelsforkids.org/>

Last year, there was a great turn out under the ROMP tent, and ROMP is once again answering the call to help provide bikes to needy and underprivileged youth. ROMP is registered with TWFK for up to 15 volunteers.

Friendly bicycle happy volunteer elves are needed to help TWFK assemble over 1700 bicycles in one day on Saturday, December 15th at the South Hall of the San Jose Convention Center starting at 8am and going until we are done! (Last year it only took 4 hours!). Be sure to check the ROMP email list for updates or email editor@romp.org for info.



Romp Directory

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Mountain Cyclist

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

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

◇ newsletter@romp.org

Send ride listings to the club web master

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

Newsletter Mailing Party

This fun is repeated bi-monthly. If you would like to help next time (and eat some pizza and talk bikes at the same time), contact Glenn Wegner 408-257-8284 newsmailing@romp.org

ROMP Membership Application, Renewal, Change of Address, and Donation Form

ROMP is a group of local, energetic mountain bikers who have discovered the need for an active representation for the mountain biking public, and for an organized, responsible attitude in the practices of off-road bicyclists. ROMP needs YOUR support.

Name		
Family Members		
Address		
	Phone	
City	email	
State	Zip	Membership Type :
Order ROMP Jerseys on reverse side __		<input type="checkbox"/> Individual (\$20.00) <input type="checkbox"/> Single Speed (\$50.00)
Send Newsletter:		<input type="checkbox"/> Family (\$25.00) <input type="checkbox"/> Hardtail (\$100.00)
<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 NEGLIGENCE 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 NEGLIGENCE 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

IMBA California

IMBA California (Continued from page 4)

nia. We discussed a number of issues at the meeting which were primarily concerned with Funding and Administrative issues for IMBA California, California State Government, State Parks and Wilderness issues, Coalition Building and Common ground with other trail stakeholders, Economic Development and Tourism around Mountain Biking, and improving club morale and involvement.

Most of the discussion about IMBA California itself revolved around how to insure that it has a sustainable business model that will provide a variety of sources to fund IMBA California in perpetuity. Efforts will be made to develop a business plan in the near future. I am pleased to announce that ROMP has dedicated \$5 per member to help fund IMBA California annually, which totaled over \$1200 this year. We also felt that IMBA should help solicit from its membership to help fund the California Campaign.

Our discussions on California Government, Parks and Wilderness focused on working with state parks to help them understand whether an Environmental Impact Report (EIR), CEQA, or Categorically Exempt status should be given to a particular project. This is important because CEQA and EIR reports are very expensive and time consuming. Governments tend to choose these overly cautious options for trail work projects to avoid lawsuits. We hope the CEQA expertise of a number of Leadership Council members will result in a definitive document that will guide State Parks to choose less costly and time consuming studies that often kill projects due to lack of funds. We also decided to look into how hard it would be to change the categorical restriction of bikes on the Pacific Crest Trail, and strategized on upcoming Wilderness proposals around the State.

The next area that IMBA California will be working on is developing common ground and coalition building with other user groups. Probably the single biggest problem we face in this area is the building of unauthorized trails. Unauthorized trails are often unsustainable, damage sensitive habitat and create additional work and budget overruns for rangers and foresters who patrol and close the unauthorized trails. It would be a great help if everyone stopped building and riding unauthorized trails.

We also felt that more efforts need to be put into having joint events. These events could be educational such as a ROMP n STOMP or

Carrot Fest where different user groups meet to discuss their concerns and familiarize themselves with each other. The events can be multi-use events such as the Ridge Trail Cruz-a-Thon on September 29th where various user groups will cover mileage to raise funds for the Bay Area Ridge Trail Council. They can be joint habitat restoration or trail work. Another high visibility way mountain bikers can participate is through National Mountain Bike Patrols or land manager trail patrols who provide reports on trail usage and trail conditions, and provide limited first responder services as necessary.

Tourism and the economic benefits of mountain biking were discussed. We believe that developing awareness of California as a mountain biking destination would have beneficial effects on the economy as well as improving access for mountain bikers at a local level. Mark Davidson has been working on developing an economic benefits analysis for mountain bike tourism in Santa Cruz and Tom Ward will contact the California department of Tourism in an effort to raise awareness of all the great opportunities we have to offer in California.

The items we discussed were priori-



Resting at the intersection of the Tahoe Rim Trail and the Pacific Crest Trail in Meiss Meadows.

tized, and so we spent the least amount of time on that perennial favorite – club involvement and development. In celebration of their tenth anniversary, MBOSC will be hosting an IMBA Club Care visit on October 20th. ROMP has applied for one as well. I think ROMP could be improved by having a few more really fun events. Currently we have planned a picnic in September, the pumpkin ride in October and the Christmas party at the end of November. If you would like to help making these events a success please let me know.

IMBA California under the guidance of Tom Ward has made a tremendous impact on mountain biking in the state of California. With a leadership council made up of land managers, industry and advocates, I am confident that it will only get better.



Tom Ward, California policy advisor
With over two decades of experience in recreation management for California State Parks, Tom leads IMBA's California Campaign to preserve and enhance mountain bike opportunities in the Golden State. He has been a champion of non-motorized recreation on California public lands for most of his life, and now lives in Sacramento. tom@imba.com 916-441-6035



King Range: new single track trail (top), ridge crest trail and view of coastline (middle, bottom).



Berry Samples Dirt

By *Berry Stevens*

On Tuesday I rode the Dirt Demo at InterBike, actually out at **Bootleg Canyon**. Great weather, not too hot. Plenty of bikes, trails & other entertaining riders.



My main goal was to ride the three main 29ers I was interested in to compare them, & also ride whatever else Charles wanted me to, or was available.

I went for the **Specialized Stumpy 29r** first, as I felt that would make a good baseline; I was familiar with that suspension & ride quality.

The Stumpjumper FSR 29 was shod with the new The Captain 2.0 tires, which will more or less replace the Resolution in their tire mix. It rode well and hooked up in the dry, rocky conditions just fine.

The bike was very good, my first time on a 29er, & I liked it almost immediately.

It had a Rock Shox Reba up front, which I liked a lot, which surprised me. I've been a fan of coil and/or Fox for a long time, so liking an air sprung Rock Shox is something new. I wouldn't hesitate to spec it on a 29er of my own.

The 29ers I rode were all very stable. They roll over bumps of all sizes noticeably better than a 26". I have a poor sense of balance & get "twitchy" at low speeds—the 29ers compensated & made for a smoother ride for me. 29ers are made for G-outs, WOW! You can roll them faster, with more confidence than



with a standard wheel/tire.



Next up was the **Turner Sultan**, my primary objective & potential front runner for my own quiver. I schmoozed with Jarett, the sales manager at Turner, & he spent a little more time on the suspension set up than I got with the Specialized.

The Sultan also had a Rock Shox Reba up front, RP23 rear. Plus it had the Nevegal 2.2 tires front & rear, which REALLY hooked up. On that bike with those tires & felt I could ride anything, easily. The bike ROCKED! For me, it was better than the Specialized, though not by a large margin. I think the tires & suspension set up made most of the difference in the perceived ride quality. Both are clearly good bikes.



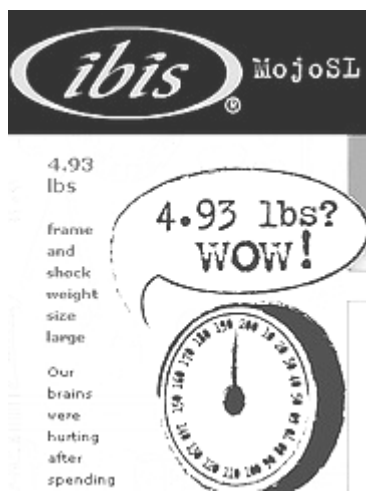
Next up was the **Niner Bikes R.I.P. 9**, well regarded in the **MTBR 29er** shoot out. It also rode well, this time with a Manitou Minute up front, which I also liked. The bike was shod with a knock off of the Nevegal, not sure of make/model. The R.I.P. 9 had all the great ride characteristics of the previous two, with the added benefit of being more affordable.

I went into this biased towards the Turner & that didn't change. Realistically they were all very good bikes & with

same components & careful suspension set up, they would all ride very well; the differences were minor. The R.I.P. 9 is the best value, the Turner is the most expensive (and the best looking to me with the bronze powder coat), and Specialized nails it in between.



I also rode an **Ibis Mojo**, one of the finest rides I've ever had. Either the suspension just happened to be perfectly dialed for my preferences or the bike rides better than almost any other I've ever been on. Soooooo smooth! I had to think about it to be aware of the suspension working; most of the time the bike floated under me like a magic carpet sucking up the trail & letting me just enjoy it all. Very impressive!



Ibis reports the frame and rear shock weighs a mere 4.93 pounds, and the bike can be built up at less than 22 pounds,

Berry Samples Dirt (Continued on page 7)

YOU ARE INVITED! ROMP Christmas Party & Guest Speaker

Friday, November 30, 2007

Singles, Couples, Families, Guests Invited
\$25 per person
\$20 for 12 yrs or under

Cash Bar - Casual or Holiday Attire - Your Choice

6:00pm Doors Open -7:30pm Buffet Dinner - 8:30pm ish during Coffee, Dessert Time:

JOE BREEZE
-Nationals Bike Racer-
-Designer & Builder of the First Modern Mountain Bike in 1977-
-Featured in the recently released film "Klunkerz"-
-Producer of Breezer transportation bikes-
will speak

Also check WWW.ROMP.ORG for details

Party Lasts Until Approx. 11:00PM

Location: Michael's Restaurant - 2960 North Shoreline Blvd, Mountain View, CA - (650) 962-1014 - Banquet Room

Directions: Located a couple miles east of the Hwy 101 & Hwy 85 intersection. Take Hwy 85 North to Shoreline Exit, turn right at ramp end, drive to end of street past guard hut. OR Hwy 101 to Shoreline Exit, head east (towards the bay) & drive to end of street past guard hut.

Reserve your space now - limited capacity. Complete & mail the following sign up form with your check:

Names & Number of Attendees:
Please note if vegetarian

Phone # :

(Buffet Dinner include appetizers, green salad, rice, roasted potatoes, penne past marinara, vegetables, bread, coffee, tea, & chocolate mousse dessert)

Entrees Selections Are:

1. Spinach & Cheese Tortellini Alfredo Primavera
2. Chicken Marsala
3. Salmon Piccata
4. Entrecote of Beef, Mushroom Sauce

Mail check made out to ROMP & mail to: ROMP PO Box #1723 Campbell, CA 95009-1723
Deadline Wednesday 11/28/07. Questions call Linda Wegner 408 257-8284 or email retrobiker@earthlink.net
If seating is available, some last minute reservations are accepted after 11/30 - call 408 257-8284.

ROMP Calendar

BTN Automotive 2566 Leghorn Ave, between Rengstorff and San Antonio Mountain View CA
Contact Information: Dave Fork fork@park.com

derailleur, straighten a wheel and anything else bike related that will get you back on the trail.
Location: Arastradero OSP Parking lot Arastradero Rd Palo Alto CA
Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

VOLUNTEER

Santa Clara County Parks Monthly Trail Days
09:00 AM Saturday, November 03, 2007; Saturday, December 1st, 2007 (4:00)
Monthly Trail Days - 1st Saturday of each month, 9am-1pm
Come on out and help repair, restore, or rebuild our County Park Trails. These Trail Days will take place at a different County Park each month. No experience needed. Tools, gloves, & refreshments provided. Please wear long pants, long sleeves, and closed toed shoes. Contact with poison oak is always a concern, please take appropriate precautions, bring a change of clothes if necessary.

ROMP Christmas Party!
04:00 PM Friday, November 30, 2007
(3:00) Annual ROMP Party Location: Michaels Restaurant, Shoreline Park, Mountain View CA 94002
Contact Information: Linda Wegner (408) 257-8284

Basic Fixit Class
12:00 PM Saturday, November 24 2007; Saturday, December 22, 2007
Basic Fixit clinic is for current romp members only, membership forms available at clinic for easy sign up. Beginner ride at 1:00 is open to the general public
RSVP is a must due to max class size limit. This hands on fixit class will go over the basic needs for preventative maintenance and trails repair of your mtn bike. Fix a flat, adjust your

MEET JOE BREEZE - DESIGNER OF THE WORLD'S FIRST MOUNTAIN BIKE



Join us for our annual holiday festivities on Friday night, November 30, 2007 starting at 6:00pm at Michael's Restaurant at 2960 North Shoreline Blvd (banquet room) for a fun & entertaining evening. Many attendees bring their spouse, partner, cycling friends, dad, mom & children. Non ROMP members & folks new to cycling are highly encouraged to join us!

Cost is \$25 per person & \$20 for 12 yrs or under. Past year's party attire has ranged from jeans to the holiday finest. The cost covers appetizers & a full dinner buffet. A cash bar will be open.
To attend, just complete the red invitation insert & mail with your check to the ROMP PO box listed. Also check www.romp.org for further details.

For the highlight of the evening: Joe Breeze, the producer of Breezer transportation bikes will speak & show slides starting around 8:30pm. We are very excited to have Joe discuss his exciting history as not only as an accomplished Nationals & Repack Racer but also as the designer & builder of the first modern mountain bike in 1977.

Joe has been highlighted in the recently released film "Klunkerz" about the history of mountain biking. If it were not for Joe Breeze & a few others from the Marin area mountain biking would not be the sport it is today. Thank you Joe Breeze!

So anyone can learn more about Joe Breeze at the Mountain Bike Hall of Fame as inducted in 1988 or hear him speak at our annual ROMP holiday party!

For more information about Joe Breeze check out <http://www.breezerbikes.com:80/about.cfm>

We will see you at the party!

Linda Wegner, ROMP Board



Contact Information: Santa Clara County Parks (408) 355-2254
Wilder Ranch Trailwork

Sunday, November 04, 2007; Sunday, December 2, 2007

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

Santa Clara County Parks Monthly Volunteer Projects

Saturday, November 17, 2007; Saturday, December 15, 2007

09:00 AM (3:00) Monthly Volunteer Projects - 3rd Saturday of each month, 9am-noon

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

Turning Wheels for Kids Bike Build 2007 Saturday, December 15, 2007

09:00 AM (3:00) See article on page 13.



ARCHIVAL PHOTOS (C) WENDE CRAGG, ROLLING DINOSAUR ARCHIVES

Berry Samples Dirt (Continued from page 6)

with a crazy 5.5 inches of rear travel. One overall take-home lesson for me was to be reminded how much I hate trigger shifters! My bikes at home are all equipped with twist shifters. All the bikes came with either XTR or X9 triggers; I found the X9s to work more positively & reliably. The XTR wouldn't always give me the third cog on a shift; the lever would not engage the teeth every time at the end of the stroke. This happened on at least two bikes. As Charles reminded me, the XTR had a lighter touch, but that didn't make up for its disappointing response to my inputs. The X9 gave me what I was expecting each & every shift, and costs a fraction of the XTR. I also rode an **ASR by Yeti**, a 24# short-travel cross country race bike. The one I was on had issues. It was too small for me & it was my 6th bike of the day. I was tired. All that & it was the only short travel bike I rode that day, or in the last year, so my experience was



ROMP CHRISTMAS PARTY!!!

Guest Speaker
JOE BREEZE

Friday, November 30, 2007

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

Singles, Couples, Families,
Guests Invited
\$25 per person
\$20 for 12 yrs or under

Cash Bar - Casual or Holiday Attire -
Your Choice

6:00pm Doors Open -7:30pm Buffet Dinner -
8:30pm ish during Coffee, Dessert Time:



General Ride Info

Ratings code

Pace / Technical difficulty / Mileage / Approximate elevation gain

Pace

A - Slow; social or introductory ride. Riders need not be experienced or fit.
B - Moderate; recreational ride.
C - Quick; fun and fitness ride with multiple hours of strong riding.
D - Sustained, fast; sweaty, intense ride.
E - Hammerfest; riders should have their heads and knees examined!

Pace generally reflects climbing speed; downhill speed in most local areas is limited to 15 mph. A, B, and C rides are "no drop" rides with regroupings as needed and rest breaks appropriate for weather, terrain and pace. D and E rides may drop riders who cannot maintain the pace; the drop policy may be stated in the ride listing, or ask the ride leader.

Technical Difficulty

EASY - Smooth singletrack or fire road; obstacles such as rocks and roots might exist but are not numerous.
INTERmediate - Steep, rutted fire road; singletrack with extended sections that can include medium or large rocks and roots; stream crossings; exposure; long singletrack descents.
DIFFicult - Singletrack with very steep and/or rocky sections; narrow trails; exposed sideslopes; downhill-side-sloped sections.
EXTreme - Singletrack with extended steep climbs or descents over rough terrain; many tight switchbacks and turns. Portions may require portage.

Notes

For your first ROMP ride, try one of our monthly A, B, or C rides to get an idea of pace and technical difficulty.

HELMETS ARE REQUIRED FOR ALL ROMP RIDES. Please be prepared for the ride (make sure your bike is in working order, bring appropriate tools, food, water, clothing, etc.). All riders will need to sign a waiver before every ride; minors will need a parent or guardian to sign their release.

In general, rain at the area of the ride within 48 hours of the ride cancels. But, because different trails can withstand the weather differently, we allow the ride leader to make the final decision. If you are unsure about whether a particular ride will go on, contact the ride leader.

Other Cycling Organizations

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

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

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

Bicycle Trails Council of the East Bay (BTCEB)
PO Box 9583, Berkeley CA 94709
415-528-BIKE btceastbay.org

Folsom Auburn Trail Riders Action Coalition
916-663-4626 fatrac.org

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

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

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

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

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

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

Silicon Valley Bicycle Coalition
svbcbikes.org

Western Wheelers Bicycle Club
westernwheelers.org

Women's Mt. Biking and Tea Soc (WoMBATS)
wombats.org

good.

Trailwork info on page 10



LAND MEETINGS

San Mateo County Parks and Recreation Commission Meeting

Thursday, November 01, 2007

Thursday, December 06, 2007

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

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

Santa Clara County Parks Commission Meeting

Wednesday, November 7, 2007

Wednesday, December 05, 2007

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

Open Space Authority BOD meeting

Thursday, November 08, 2007

Thursday, November 22, 2007

Thursday, December 13, 2007

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

Location: Board Room Suite 200 6830 Via del Oro San Jose 95119

MROSD Meeting

Wednesday, November 14, 2007

Wednesday, November 28, 2007

Wednesday, December 12, 2007

Wednesday, December 26, 2007

07:30 PM 2nd & 4th Wednesday MROSD Board of director's meetings are open to the public on the second and fourth Wednesdays of each month at 7:30 PM

in the district offices at 330 Distel Circle (off El Camino Real north of Rengstorff), Los Altos. Check with MROSD for any last minute changes.

Other Land Manager Meetings

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

MEETINGS

ROMP Monthly Membership Meeting

Monday, November 26, 2007;

December 2007 (TBD)

07:00 PM (2:00) 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: SportsBasement, Sunnyvale, CA

Contact Information: Josh president@romp.org

RIDES

Arastradero 2nd Saturday Social and Skills Session

02:30 PM (2:00) Saturday, November 10, 2007 Saturday, December 08, 2007 B/EASY/7/900

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

ROMP Calendar

dirt jump session/snack break mid-ride. Take Oregon Expressway/Page Mill Rd south past Hwy 280. Turn right on Arastradero and right into the parking lot.

Bring your helmet, a snack and water.

Rain cancels.

Location: Arastradero Open Space Preserve Parking lot near Gate A Arastradero Rd Palo Alto CA
Contact Information: John H jharlander88@yahoo.com

2nd Sunday Ride at Soquel Demo Forest

09:30 AM (4:00) Sunday, November 11 2007 , Sunday, December 09, 2007 C/INT/12-18/2500-3000

The ROMP Second Sunday Demonstration Forest Ride will join the MBOSC Club ride. Both clubs will meet at the parking lot across the bridge at 9:30 AM. Wheels rolling by 10:00 AM, up Buzzard's Lagoon to Santa 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 4 miles to the entrance.

More info on SDF.

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

Third Saturday Social and Scenery Ride

10:30 AM (2:00) November 17 2007; December 15, 2007 B/EASY/10/800-1000

Enjoy a ride for experienced beginners and intermediates who want to go slower. Meet at 10:30am to ride, socialize, enjoy the scenery, and work on your biking skills at a slow to moderate pace with frequent breaks for 2.0 hours or more depending on group wishes. Rides will choose from the

Russian Ridge, Coal Creek, Monte Bello, and Skyline preserves, including moderate steep, single tracks, and fire roads. Explore and learn new trails in a supportive group or share your favorites in these preserves. Bring your helmet, water, sunscreen and possibly a snack. Rain cancels.

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

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

3rd Sunday Ride at ECdM

10:00 AM (3:00) Sunday, November 18 2007 , Sunday, December 16, 2007 C/15/2500

Changing back to the "demo" due to trail closers @ EcDMC/INT/12-18/2500-3000 From hwy 17, take the Summit Rd exit and head SE. Go 5 1/2 miles to the first stop sign, turn right and then bear left onto Highland Way. Go another 4 miles to the entrance. We will meet at the parking lot across the bridge at 10:00 AM. Consensus will determine the route

down the mountain.

Location: ECdM

Contact Information: Dave Tripier (408) 515 2671 tripier@aol.com

3rd Tuesday Alpine Road

04:30 PM (3:00) Tuesday, November 20 2007; Tuesday, December 18, 2007

This year round ride has a couple options on where to meet up. First chance meets the #262southbound@ 4:33 pm, + #169 northbound also @4:33 at the California Ave CalTrain station. RSVP a must if you plan on attending this ride, as the meeting places will vary depending on weather. From here we pedal through Stanford's "Professorville" on lightly traveled streets, over Old Page Mill rd, through Arastradero Preserve to The Portola Valley ranch . The 2nd chance to meet up occurs here @ 6:15, corner of Alpine rd. -Willowbrook in Portola Valley, please park on Willowbrook. The ride then meanders up Alpine rd, following El Corte De Madera creek , all the way to Page Mill rd x Skyline. This 3 hour ride requires the use of lights in the fall- winter months, loaner sets are available, and rear flashing lights are highly recommended. Please contact Jim beforehand for any equipment questions. This complete ride is for intermediate level riders, however, many of our participants show up and ride a portion of the distance just to stretch the legs after work. The main concept of this ride is FUN, any hammerheads are summarily ditched and left to prove something somewhere else

Location: California Ave CalTrain station in Palo Alto Palo Alto CA
Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

Saturday, November 24 2007

4th Saturday Beginner's Clinic

Saturday, November 24 2007; Saturday, December 22, 2007

01:00 PM (3:00) On the 4th Saturday of each month, meet at 1pm at the

Arastradero Preserve, at the main parking area on Arastradero Road. We'll cover the basics of mountain biking while riding a combination of fire-roads and single-track. Be sure to bring a helmet, water, and something to eat. Please RSVP to Jim at 650-493-8774 or ssulljm@juno.com. RSVP is a must, as the meeting spot at the Preserve can vary with class focus. Map Location: Arastradero Preserve Arastradero Road Palo Alto CA
Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

MTB-101

10:00 AM (4:00) Sunday, November 25 2007, Sunday, December 23rd, 2007

B/Beg-INT/10/1500

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

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

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

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

SOCIAL EVENTS

Bike Repair for the Community

10:00 AM (4:00) Saturday, November 10, 2007; Saturday, December 08, 2007

Learn to repair bikes and contribute to the community.

Volunteers work on donated bikes, with the help and guidance of skilled mechanics. Tools and stands are available, but bring your own if possible. The bikes are then given away to needy children and adults regularly through various help organizations. No Event in December. Event starts at 9:00 during daylight savings time. Location: Behind

Social Events (Continued on page 10)