



# MOUNTAIN CYCLIST

LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

MAY—JUNE 2004

## Bike to Work Week

*By Eric Lafferty*

May 17-21, 2004 is the 10th Annual California Bike to Work Week. ROMP members and all other bikers are encouraged to participate by using their bikes for transportation to and from work.

In the Bay Area the week culminates with Bike to Work Day on Thursday, May 20th. If you can commute only one day during the week, this is the day.

Volunteers from various bicycling organizations support the event with SAG stations located throughout the area. Bike maps, food, drinks and encouragement are all distributed to bike commuters at the stations.



Many Bay Area cities have made bicycle commuting easier through the use of bicycle lanes, and multi-use paths. Commuting by bike reduces pollution, reduces traffic, is healthy, and fun.

Take the time to plan your route ahead of time, and prepare for the commute. For example, I keep an extra pair of shoes and toiletries in my desk at work so that I don't have to carry these items back and forth when I commute.

California Bike to Work Week is a project of the California Bicycle Coalition – a non-profit organization that advocates increased bicycle use, access, safety, and education,



Riding defensively and wearing reflective materials are the keys to successful bicycle commuting

by promoting the bicycle as an everyday means of transportation and recreation. Additional info can be found on the web at: [www.californiabikecommute.com](http://www.californiabikecommute.com). Take the time to ride to work. It's more fun than you'll have when you arrive there!



# The Mountain Bike Path

by Paul Nam

This article describes overlapping access issues between commuting cyclists, recreational mountain bikers, and open space. I encourage people to ride more and drive less.

During my rides to and from work over the years I have on occasion smugly remarked to myself, "At least I don't have-to-ride.

I have a car and could drive if I want." Perhaps equally smug, I felt that in contrast to the automotive herd, I was doing the right thing for our planet, getting a great workout, saving time, and saving money. Until recently, such were my thoughts.

When I see an adult who rides a bike because they can't afford a car, or lost their driving privileges; who doesn't have a properly fitting or functioning bike, riding skills, or fitness; who apparently has no extra money for a helmet, nor have an idea that he/she might need one, I see a person who rides because they have-to-ride. Impulsively I assume that as soon as that person can, they will buy a car and drive instead.

Some have-to-ride cyclists might become avid cyclists given a positive experience, but the chances are just as likely that they will give up cycling altogether. The urban and suburban streets a cyclist shares with automobiles may be perilous enough to stop people from voluntarily riding a bicycle for errands and commuting,

without ever reckoning the challenging effort of riding itself.

Although it's possible to imagine more people commuting by bike due to the down-turned economy, rising fuel costs, increased traffic congestion, the need for regular exercise and a chance to have media-free headspace, it's equally conceivable that unsafe (or the



ROMP President, Paul Nam, wife Chris Voci, and Sport Utility Bicycle (SUB), Betty

perception of unsafe) streets may discourage commuters.

The Toronto Star reports, "a think tank on commuter patterns recently surveyed people in five major U.S. cities and discovered that two-thirds of them would prefer not to drive to work. Driving was seen as time subtracted from more satisfying and constructive pursuits." Civic participation is one of the first satisfying and

constructive pursuits reduced as commutes increase. The Globe and Mail reports, "Every 10 minutes of commuting time cuts all forms of civic engagement by 10%." [Could the automobile be eroding democracy?]

"There are 230 million cars and trucks in the U.S. and only 193 million licensed drivers." The automobile

drives our economy and lifestyle. Approximately 50% of the population lives within five miles of their work place. More of us could ride.

Beginning in the 1970's resulting from staggering economic and population growth, an open space movement began. Greenbelts to contain suburban sprawl, and protect view-sheds and habitat were established. In the Bay Area, the Mid-peninsula Open Space District was established in 1972.

During this same time the country saw a "bicycle boom" and cycling for adults became more popular. The Silicon Valley Bicycle Coalition was formed, and designated

bicycle friendly cities began integrating bicycle access on streets and bike paths.

The emergence of recreational mountain biking coincided with these movement. The modern mountain bike emerged as bicyclists and conservationists turned their attention toward the hills.

According to bicycle advocate and Marin County resident Joe Breeze the mountain bike was developed in Cupertino. "For many Marinites, the

mountain's height and the limitations of one gear left a roving eye for something better. That something better showed up in Marin December 1, 1974, at the West Coast Open cyclocross race. Three racers from Cupertino (Santa Clara County, 75 miles south) arrived at the line with old balloon-tire bikes outfitted with thumbshift operated derailleurs, and drum brakes operated by motorcycle brake levers. Among Marin people to see these innovative bikes that day were Gary Fisher, Charlie Kelly, Otis and I. For Charlie and Otis, there is no doubt that these were the first derailleur geared bikes they had ever seen. Russ Mahon of the Cupertino group had first grafted derailleurs and thumbshifters onto a balloon in 1973. The Cupertino group, which never had more than 10 riders, fizzled out shortly after the 1974 race-but not before pollinating Marin." [from Mountain Biking: The History as Witnessed by Joe Breeze, www.breezerbikes.com]

In the midst of the mountain biking and open space movements the utility bicycle movement carried on. Then as now, bikes as personal transportation were a good alternative to the automobile. It didn't take long for the mountain bike to become the preferred commuter bike. A wide gear range, fat tires, powerful brakes, and an agile riding position were as fun and effective on city streets as on trails.

It is from the synergies of the bicycle advocacy and conservation movements that preeminent regional corridors such as the Los Gatos Creek Trail, Adobe Creek Trail, Coyote Creek Trail and the Stevens Creek Trail have grown. It can be argued that as bike commuting routes, or as recreational cycling routes

## 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):

Eric Lafferty / Josh Moore  
newsletter@romp.org

Send ride listings to the club ride coordinator (not to the club PO box):

Julie Brown (650) 814 8271 ride@romp.org

ROMP MOUNTAIN CYCLIST

such "bike-paths" leave much to be desired (too slow, not challenging enough). However, such trails do enhance the community by providing an alternative to the street scene, and by creating an effective linear park corridor for nature and human contemplation.

Today, our open space agencies are reaching maturity. The watershed-tracing trails which they maintain will eventually extend to connect to their containing ridges and the regions beyond. A bold example of such a trail concept is the Mokelumne Coast to Crest Trail (MCCT). "The [MCCT] will be a scenic, 300-mile non-motorized, multi-user trail corridor extending from the Pacific Ocean near San Francisco Bay to the crest of the Sierra Nevada Mountains. Users, including hikers, bikers and equestrians, will experience diverse outdoor settings as they traverse the width of the state, including the urban greenbelt along the San Francisco Bay, the protected open space and parkland of the East Bay, the rural landscape of the San Joaquin River Delta and Mother Lode Country, and the forested slopes along the Mokelumne River Canyon and High Sierra. Martinez Shoreline Regional Park in western Contra Costa County and the Pacific Crest Trail at Ebbetts Pass in the High Sierra form the western and eastern anchor points." [from www.mc2ct.org]

The advocacy for these regional trail connections is something that ROMP must work on. Such projects can lead to a greater synergy between agencies and trail users, and fulfill greater conservation and recreational goals. There are many potential multi-use trails that could link the valley to the coast. These need to be established not just for recreational access, but also as wildlife corridors.

Any road rider or bike commuter can tell you that our highways are graveyards for animals, plants and people. The memorials of fallen motorists and cyclists punctuate any

## Other Cycling Organizations

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

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

**Bicycle Trails Council of Marin (BTCM)**  
PO Box 494, Fairfax CA 94978

415-456-7512 www.btcmarin.org

**Bicycle Trails Council of the East Bay (BTCEB)**  
PO Box 9583, Berkeley CA 94709

415-528-BIKE www.btceastbay.org

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

**International Mt. Biking Association (IMBA)**  
PO Box 7578, Boulder CO 80306

303-545-9011 www.imba.com

**Monterey Mt. Bike Association (MoMBA)**  
PO Box 51928, Pacific Grove CA 93590

408-372-2134

**Mountain Bikers of Santa Cruz (MBoSC)**  
president@mbosc.org www.mbosc.org

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

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

**Silicon Valley Bicycle Coalition**  
www.svbcbikes.org/

**Western Wheelers Bicycle Club**  
www.westernwheelers.org

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

road ride. The corpses of dead animals are a constant reminder of the perils of the road.

Watershed trails provide safer auto-free alternatives for cyclists. The management of such trails encourages riparian habitat restoration, and the stewardship of native plant associations. When combined with sufficient space, such trails can help ensure some measure of biodiversity for posterity by preserving habitat and allowing the movement of wildlife between regions.

Sharing the road, sharing the trails, and sharing the planet – all of these are steps we must take towards making peace. These are amazingly simple ideas with immediate practical applications. As President of ROMP these regional trail concepts are what motivate me to pursue everything from trail work to the race team. Not only do we need appropriate trails to ride on, we need trails to get reach them without a car. We need to connect with open space and the beauty of nature, from the past to the present and well into the future.

# Bodies Fly Through the Air!

by Julie Brown

Maybe it was the beautiful weather, or possibly just the great vibe being emitted by everyone at the Sea Otter Classic that made for an exciting event. Whatever it was, volunteering on Saturday for ROMP was a great experience.



I had volunteered last year, and it was such a great experience (despite the torrential rain all day) that I could not wait to come back to do it again. Last year I marshaled the road race, so this year I wanted to help out at a different venue. Boy did I pick it!

The event organizers

sent me to the Dual Slalom course. The object of this race is simple: two crazy kids (or adults who think they're still kids) hurl themselves downhill through banked curves and over nasty jumps trying not to crash or go off course in the shortest amount of time possible. This is NOT a sport for sissies.

It was fun watching the pros, semi-pros and experts take their warm-up laps. They took it nice and easy, determining the best lines in their mind's eye, deciding how to take each turn and jump. By the time the warm-up was over, they were almost at full speed, hitting the banked curves (or not) with great speed – sometimes with so much speed it would send them over the top of the banked turns and ... well, it wasn't always pretty. It seems that sprained hands and wrists were the injury of the day, and several racers called it quits after too many gnarly crashes. The crashes were indeed harsh, with heavy downhill bikes flying through the air and riders following closely behind. I can see why this is such a popular spectator sport.



The pro racers were approachable, not intimidating, and made what they do look so easy and smooth. One of the more talented riders wore a three-piece suit, complete with belt and tie! He also had the skills to get away with it and had an excellent run -- white dress shirt flapping in the wind.

So, don't take my word for it ... come out next year and volunteer. Rain or shine, it will be an experience you won't forget. Being a part of the action, hanging out with the competitors, and making sure their experience is the best it can be, is a rewarding way to spend a day at the Otter

## Land Manager Directory

**Acterra (Arastradero Preserve)** 3921 E. Bayshore Blvd., Palo Alto, CA 94303, 650-962-9876, fax 650-962-8234; [www.arastradero.org](http://www.arastradero.org), [www.acterra.org info@acterra.org](mailto:info@acterra.org)

**California Recreational Trails Committee** Ken McKowen, Trails Coordinator, PO Box 942896, Sacramento 94296-0001, 916-653-6501

**Castle Rock State Park** Bob Culbertson, 408-429-2869; Dave Keck, 916-322-2997

**City of Palo Alto (Arastradero) Recreation** Open Space and Sciences Division, 650-329-2423

**East Bay Regional Park District** 11500 Skyline Blvd., Oakland 94619, 415-531-9300

**Henry W. Coe State Park** 9000 East Dunne Ave, Morgan Hill 95037. 408-779-2728 Gavilan Sector Supervising Ranger Mike Ferry [mferry@parks.ca.gov](mailto:mferry@parks.ca.gov) 831-623-1659 ; Coe Senior Ranger Barry Breckling [barryb@coepark.org](mailto:barryb@coepark.org); [www.coepark.parks.ca.gov](http://www.coepark.parks.ca.gov)

**Monterey District California State Parks, Gavilan Sector; Henry W. Coe State Park.**

P.O. Box 787; 19 Franklin Street; San Juan Bautista, CA 95045. 831-623-1659. Monterey District Superintendent C.L. Price

**Midpeninsula Regional Open Space District** 330 Distel Circle, Los Altos 94022; 650-691-1200; [mrosd@openspace.org](mailto:mrosd@openspace.org), [www.openspace.org](http://www.openspace.org)

**Mt. Diablo State Park District Office** 96 Mitchell Canyon Rd., Clayton 94517; 510-673-2891; Larry Ferri, Park Superintendent

**Santa Clara County Parks & Rec. Dept.** 298 Garden Hill Dr., Los Gatos, 95030; Mark Frederick, Capital Projects Mgr., 408-358-3741 x143; fax 408-358-3245; [mark.frederick@mail.prk.co.santa-clara.ca.us](mailto:mark.frederick@mail.prk.co.santa-clara.ca.us), [claraweb.co.santa-clara.ca.us/parks/](http://claraweb.co.santa-clara.ca.us/parks/)

**Santa Clara County Board of Supervisors** 70 W. Hedding, San Jose, 95110; 408-299-2323

**Santa Cruz District** 600 Ocean St., Santa Cruz 95060; 408-429-2850; David Vincent, District Superintendent

**The Trail Center** 3921 E. Bayshore Road, Palo Alto 94303; 650-968-7065, [www.trailcenter.org](http://www.trailcenter.org)

## ROMP Monthly Meetings

Monthly meetings are where the vast majority of ROMP business is conducted, including policy development issues, budgets, and cyclist education. They occur at 7 PM on the fourth Monday of each month (except December) at the Round Table Pizza, Sunnyvale Town and Country, 94086 (408) 736-2242

# Race Team

by Max Zinsman

ROMP's Race Team, currently in its first season, boasts seven participating members and several others that have expressed interest and plan to race.

The races have been exciting and enjoyable.



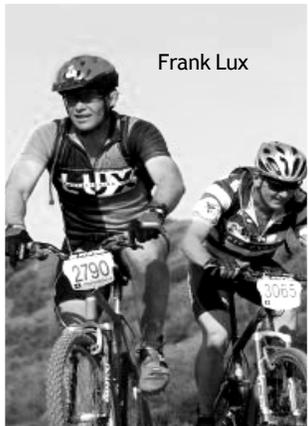
Max Zinsman



Eric Rumpf



Rich Andrews



Frank Lux



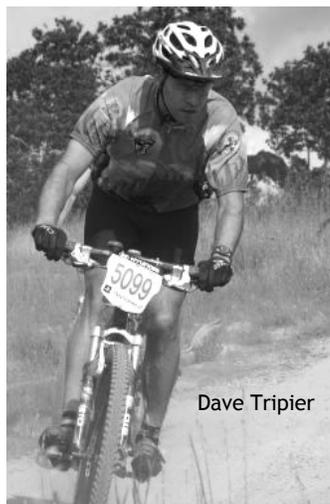
Eric Lafferty



Craig Rosa



Josh Moore



Dave Tripier

# Update

Josh Moore, Eric Lafferty, Craig Rosa, Rich Andrews, Frank Lux, Dave Tripier and myself have participated in races in the CCCX ([www.cccx.org](http://www.cccx.org)) mountain bike race series at Fort Ord, and at the Sea Otter Classic. Eric leads the team in participation with four races to date.

Next up for the race team is the final race at CCCX series on May 2.

Interested in a 24-Hour Race, or the Billy Cross 8-hour event in Sonoma? Racers have expressed interest in both. Contact me at [Max.Zinsman@fairchildsemi.com](mailto:Max.Zinsman@fairchildsemi.com) if you are interested in participating on the team.

Keep on riding and join the Race Team for the enjoyment, excitement, camaraderie, and ROMP representation!

Photos courtesy of brightroom.com

## **ROMP Membership Update**

### **Renewals**

Lloyd Chambers  
Aaron & Tara DelloIacono Thies  
Ross Finlayson  
Joel Gartland  
Patrick Goebel  
John R. Greswold  
John R. Grundy  
Lynn Hoerle  
Tom Kraus  
Michael & Jain Light  
Peter & Kimberly Luptovic  
Bob & Debby Malheiro  
Kitty & Todd Norwood  
Susann Novalis  
Robert T. Ouye Jr.  
Shannon Patterson  
Natasha Perry & Aaron Hunter  
Shane & Desiree Reed  
John L. Richards  
Alexander Rouch & Karen Cosentino  
Bill Schmelzer  
Steve Sloan  
Phil Strenfel & Ligaya Yrastorza  
Jimmy Wang  
Brian Warkentine  
Glenn & Linda Wegner  
Paul Wendt  
Gregory Young & Anjali Tate

### **New Members**

Xavier Bouyssounouse  
Jason Clymer  
Richard Holtermann  
Ben & Amy Lagueux & Family  
Butch Meyner  
Sinead O'Sullivan & Mark Reder  
Al Painter Jr  
Katya Preston  
Charles Schroyer  
Hank Stokbroekx  
Erwin Vergeest  
Robert Villegas  
Greg Wilson

### **Interested in leading a ride?**

Contact Julie Brown, (650) 814 8271 or [ride@romp.org](mailto:ride@romp.org) by the tenth of the preceding month for newsletter listing. See [www.romp.org](http://www.romp.org) for help on leading a ride or to submit your ride online.



Jason Buberel Climbs out of the Big Bowl at Arastradero 2nd Saturday Ride

## **Land Manager Meetings**

**Midpeninsula Regional Open Space District (MROSD)** oversees many open space preserves throughout San Mateo and Santa Clara counties. 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. The MROSD also holds Trail Policy Committee meetings which develop and implement trail use policy.

**Los Gatos Trails Committee** meets on the second Thursday of each month from 6 to 7 PM at 41 Miles Avenue, Los Gatos.

**Santa Clara County Group of the Bay Area Ridge Trail Committee (BARTC)** meets on the third Wednesday of each month from 7:00 PM to 9:00 PM at Greenbelt Alliance, 1922 The Alameda, Santa Clara (may change - call before attending). Call Judy Etheridge at 408-248-3900.

**San Mateo County Group of the BARTC** meets on the first Wednesday of each month from 9:30 AM to 12 noon at Coyote Point Museum (odd months) and other locations (even months). Call Bill Smith at 650-873-0415 for meeting locations and other information.



The Jumps in Arastradero Park in Palo Alto

# **Ride List**

## **Weekly Rides**

### **Mondays 6pm MTB 101**

Note: No ride on the fourth Monday of each month. A/EASY/10/1000 Prerequisite = ROMP Beginner's Clinic or Equivalent. Meet in the Fremont Older Prospect Road parking lot at 6:00 PM, ready to ride at 6:15. This ride is open to novices of all ages. We will practice our climbing, descending and cornering techniques. The preserve entrance is on Prospect Road in Cupertino. Exit Highway 85 at DeAnza Blvd. (From northbound 85 turn left on DeAnza Blvd. and from southbound 85 turn right on DeAnza Blvd.) Travel on DeAnza (toward the mountains) about 0.5 miles. Turn right on Prospect Road. At the first stop sign, turn left across the railroad tracks to remain on Prospect. Follow Prospect for 1.3 miles, turning left after the Saratoga Country Club, until you reach the preserve parking lot. Parking for approximately 15 cars is available here. Contact Rich Andrews (408) 738-1384 [randrews@arc.nasa.gov](mailto:randrews@arc.nasa.gov)

### **Wednesdays, 6pm Fremont Older rides**

C/INT/10/1700 We're back for another summer of Fremont Older After Work rides. Meet Glenn & Linda in the main Stevens Creek Co. Park pkg lot off Stevens Canyon Rd. It's about 1 mile S. of Stevens Creek Blvd., and about 2 miles S. of I280 (exit Foothill Blvd). There is a parking fee. Optional food after ride. Call 408-257-8284 if you need more info.

### **Friday Night Ride 7pm, Hunting Hollow, Henry Coe State Park, Gilroy**

This ride will be at an intermediate pace with intergroups at hill tops. The rides last about 4 hours and include some tough climbing. Have enough lights for 4 hours, a small backup light is advised. Contact Chuck Schroyer 408 779-6822 [nightriders@verizon.net](mailto:nightriders@verizon.net)

## **Monthly Rides**

### **First Sunday Social Ride at Saratoga Gap**

B/EASY/11/1500 Meet at 10am at Grizzly Flat on Skyline Blvd (inbetween Junction 9 and Page Mill Road). This is a social ride so there are plenty of breaks, and we wait for everyone. Bring a helmet, water and some power bars. After the ride we will go for lunch in Saratoga. Contact Information: Dave, 408-255-3464. [tripman@scoreone.com](mailto:tripman@scoreone.com)

### **Arastradero Second Saturday Social**

B/EASY/7/900 This friendly, introductory ride covers most major trails in the preserve, including some moderate hills, jumps, tight switchbacks and single track. More skilled riders are encouraged to join us, socialize and provide support. Depending on skill level and time, we may go up dirt Alpine rd. after. 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

# ings, May & June

water. Rain cancels. Contact Information: Josh Moore, (408) 420 7342. josh\_moore@comcast.net

## 2nd Sunday Ride at Soquel Demo Forest

C/INT/12-18/2500-3000 Meet at 10am at the entrance to SDF on Highland Way. 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 at [www.mtb.live.com/rides/SoquelDemo.html](http://www.mtb.live.com/rides/SoquelDemo.html). Rides will vary covering single-track such as Ridge, Braille, Tractor, or Sawpit; Double loop option if you didn't have enough fun the first time down. Contact Information: Rich Andrews, 408-738-1384. randrews@arc.nasa.gov

## 3rd Tuesday Alpine Road

This year round ride has a couple options on where to meet up. 1st chance is the California ave Caltrain station in Palo Alto @ 5:05 pm, meeting the Northbound#79 and the Southbound#66 trains @ 5:05 pm. From here we pedal through Stanford's "Professorville" on lightly travelled 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 hammeheads are summarily ditched and left to prove something somewhere else. Contact Information: Jim Sullivan, 650-493-8774. ssulljm@juno.com

## 3rd Sunday Ride at ECdM (Skeggs)

D/DIFF/15/3000 --Meet at Skeggs Point on Skyline Blvd at 10am. This is a hard ride - any riders who cannot stay with the group will be dropped. Contact Information: Dave Tripier, (408) 255-3464. tripman@scoreone.com

## 4th Saturday Beginner's Clinic

A/Easy/6/800 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 fireroads and singletrack. Be sure to bring a helmet, water, and something to eat. Please RSVP to Jim at 650-493-8774 or [ssulljm@juno.com](mailto:ssulljm@juno.com). RSVP is a must, as the meeting spot at the Preserve can vary with class focus. Contact Information: Jim, 650-493-8774. ssulljm@juno.com

## Fourth Sunday Ride to Skyline

C/35/4000 Meet at the corner of Stevens Canyon Rd and Mount Eden Rd at 10:00am for a nice long ride. The route will vary from month to month depend-

ing on interest. The general plan is to head up Table Mountain or Monte Bello and explore the many parks and trails off Skyline. Contact Information: Julie Brown 650 814 8271 [jbrown@equinix.com](mailto:jbrown@equinix.com)

## Last Sunday @ Wilder Ranch

B-C/INT/16/2000' -- Wilder Ranch is 2 miles past the traffic light at Western Dr. on Hiway 1 (No). We will meet in the parking lot near the restrooms. Leave the parking lot at 10:00. Lots of single track on your favorite trails: Old Cabin, Rodrigo, Twin Oaks, Zane Grey. Many regroupers and "do-overs". Bring water and a snack. Be prepared for the best views of Monterey Bay, great technical single track and faces you may not have seen for a while! Lunch in Santa Cruz after for those interested. Contact Information: Michael & Jain Light, (831) 662-9744. malight@pacbell.net

## Special Events

### June 12 2004 Coe 10K Ride

C-D/45/10K-12k Meet at Hunting Hollow in Henry Coe State Park for a 7:30am start. The goal is to simply climb at least 10k ft and descend as much of this on single track as possible. The route will be predetermined and will be posted on [coecore.homestead.com](http://coecore.homestead.com) (some previous years routes are chronicled there). This year will consist of 4 unique loops, the first one being the longest. The last loop will have an option for a bonus of 2,000 ft more of climbing, to make a 12k possible. The reason for the loops, is so that riders come back to Hunting Hollow for rest, repairs, water and food, and an opportunity to quit. This is not a race. This is not a group ride. This is the Coe 10k. Contact: Paul Nam. [vocinam@yahoo.com](mailto:vocinam@yahoo.com)

### June 19, 26; July 10, 17 ECDM Trailwork

Help re-route the Blue Blossom trail and build our relationship with MROSD. Each day will be limited to 20 volunteers based on a first come first serve basis. These dates are pending San Mateo County permits. Contact Paul Nam at [vocinam@yahoo.com](mailto:vocinam@yahoo.com) or 408-446-3745

## 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 training 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 regroupers 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.

### May

Su	Mo	Tu	We	Th	Fr	Sa
25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

### June

Su	Mo	Tu	We	Th	Fr	Sa
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3

# Vintage: It's the Next Big Thing

by: Eric Rumpf

Remember when single speeders were a handful of hardcore riders lining up next to you at the local race? Did you notice when full suspension became more common on trails than hardtails? Do you remember mountain bikes before suspension? Every industry goes through trends. It's the evolution of a hobby or sport. In my humble opinion, the next "big" thing for mountain biking requires us to look no further than our past. Vintage, retro, classic... you pick the name. What started out as a small underground group of mountain bike collectors and hoarders, is well on it's way to

firstflightbikes.com has one of the finest known collections of vintage mountain bikes, and sponsors a forum frequented by industry greats such as Scot Nicol, Martin Stenger, Jacquie Phelan, and John Olsen. Even mountain bike's greatest resource, mtbr.com, now hosts a "Vintage, Retro, Classic" discussion forum. The forum is a gathering place for those who remember the sport in its infancy; a place to reminisce, share stories, gather info, find parts, or show off the project bike that took the last two years to complete.

So why should old, outdated mountain bikes be the next big thing you ask?

were king, and high budget race teams weren't a second thought in a sport where the popularity was spreading like wild fire.

Think of these bikes in terms of the muscle cars of the 1960's. In the late 70's and 80's, with the exception of a select few, most were nothing more than old cars having little value at all. However, as the kids from the muscle car era became adults, they wanted that great car that reminded them of their childhood – the car they always wanted but could never afford. As the desire grew, so did the value of the cars. Although the current number of vintage bike collectors is small in numbers, the value of these fine vintage bikes is quickly gaining speed. Try and find a vintage Jeff Lindsay made Mountain Goat or a mint Klein Attitude and see the amount of money they pull – possibly as much as when they were new, and maybe more. I think this shows promise for vintage mountain bike collectors given poor resale value of bikes in general.

Single speeders now have their own class at bike races. Don't be surprised to see the same thing for vintage bikes as the number of vintage enthusiasts grows on trails and at races. Vintage mountain bike gatherings and classic mountain bike shows are already happening.

Then again I might be wrong, and may have just spent way too much money on a bunch of junk.



Eric Rumpf can often be seen riding the south bay trails on one of his retro rigs.

becoming the next big thing.

More and more web sites are being created and dedicated to the golden years of the mountain bike. Look no further than ROMP's very own Eric Lafferty and oldmountainbikes.com for some fantastic history on Ritchey mountain bikes, not to mention his fine collection of them as well. Andrew Palmer of yetifan.com has a web site dedicated to the cult favorite, Yeti mountain bikes. Jeff Archer of

Think of it like this: vintage mountain bikes represent a link to the past, the golden years of the sport when bikes were still hand-made by industry founders. There was no end to the creative ideas and innovations applied to our two-wheeled passion. Before V-brakes there were U-brakes. Before tubeless disc wheels, there were tension discs. Remember elevated chain stays and purple anodized components? Remember when research and development departments

## IMBA Rules of the Trail

ROMP, an IMBA-affiliated organization, supports and practices the IMBA Rules of the Trail. Following these rules is not only key to responsible riding, but essential to keep trails open to cycling.

1. Ride on open trails only.
2. Leave no trace.
3. Control your bicycle.
4. Always yield trail.
5. Never spook animals.
6. Plan ahead.



# San Francisco Peninsula Watershed Opens Land to Bikes

by Linda Wegner

On Saturday March 20th a docent-lead mountain bike ride took place along the total 10-mile length of the Fifield-Kahill Ridge Trail located above the Crystal Spring water reservoir near the intersection of CA-92 and I- 280. The land has been closed to the public since the 1850's when the city of San Francisco acquired the land as a water resource.

ROMP members and docents Berry Stevens, Rich and Toni Gooch, and Linda Wegner were in attendance at this historic event. It has taken many years of planning and debate to open this land to the public.

The Peninsula Watershed consists of 23,000 acres of forested hills, coastal scrub, and grasslands that harbor over 165 species of birds, 800 species of plants and trees, 50 species of mammals, and 30 species of reptiles and amphibians. (Lots of snakes from Linda's experience so far). In fact, the SFPUC (San Francisco Public Utilities Commission) Peninsula Watershed contains the highest concentration of rare, threatened, and endangered species in the nine-county Bay Area and is a State Fish and Game Refuge. It is our privilege that this land is open now to organized events!

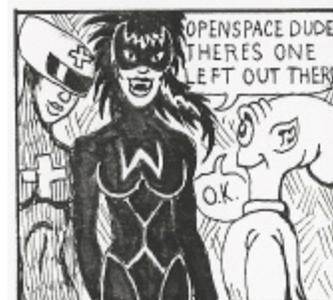
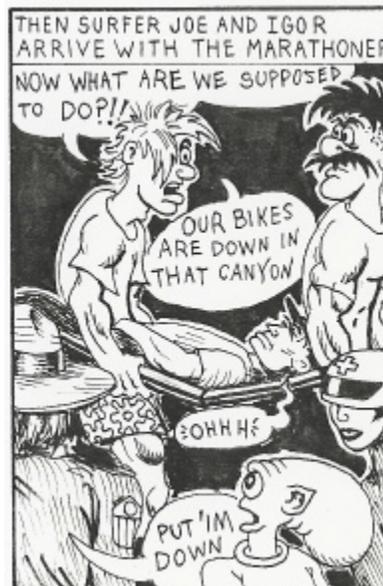
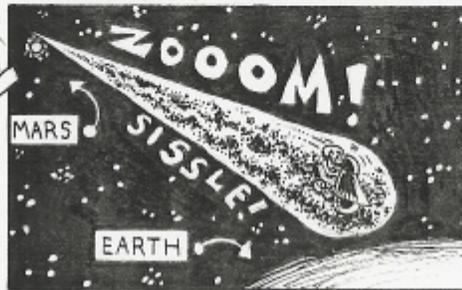
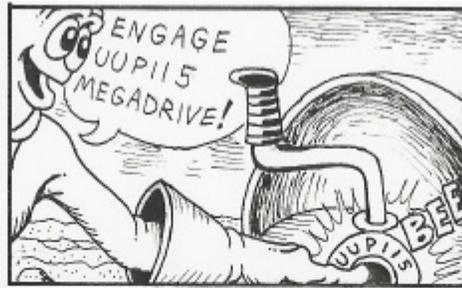
The views alone made this a wonderful ride. At the 10-mile mark you can see both the Pacific Ocean and the Bay! This ride is also a decent workout with 3,500 ft of climbing in the 20-mile round trip. Riders are instructed to stay on the fire road - this isn't too difficult to do since the vegetation includes poison oak. Outhouses are installed every two miles.

To attend a ride, pre-register at [sfwater.org/](http://sfwater.org/) and then click on the butterfly.

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