



JUNE 2012 NEWSLETTER A. E. Keir Nash, editor

NEXT CLUB DINNER & MEETING, MONDAY, JUNE 18 AT CODY'S, 4898 HOLLISTER



Wagon ridden by first marshal at first AMGEN bicycle event in 1903, stored at Mariposa Fairground. Photo but not caption by H. Rawn



Motorcycle escort and Amgen cyclist in 1911 near Washington Monument en route to California. Who do you think got there first? Before or after World War I began in August 1914?

<THEN

NOW>



Bicyclist entered in Bakersfield time trials of 2012 Amgen scouting out the course before the event

Rawn Photos of 10 SB BMW Riders club-members at the BMW 49er Rally, Mariposa, May 2012



49er Rally Participant (Hidden) Camping in the Gorgeous Wildlands of Mariposa Fairgrounds, May 2012



Photos clockwise: Marten Walkker, BMW, & tent

John White, Phyllis Mlynek, Duffy Morong outside Red Bud Room

Post-breakfast crew inside same establishment: (left to right) Mike Shapiro, Phil Wilson, Jim Spletstoesser, Harvey Rawn, Duffy Morong, Tony Suhrer, Dave Prato

The editor does not know whether the somewhat solemn faces of some in the group's postprandial photo was due to what was eaten or to rheumatism induced by forgoing a comfy motel bed the night before. Doubtless dauntless, nature-loving campers anyhow.

There will be more coverage of this festive weekend in a later issue if a participant supplies a narrative and more photos.

MAY 2012 AMGEN -- BAKERSFIELD TIME TRIALS

Text by Blake Monson

An email from David Walls asked for motorcyclists to assist the Amgen Bicycle Tour of California at May 17 time trials near Bakersfield. Living now in Tehachapi, I thought this a fun way to spend the day though it would be hot. For those unfamiliar with highway 58 between Tehachapi and Bakersfield, its long leisurely sweepers run down the mountain along a two lane highway in excellent condition. Near the bottom the terrain flattens into gently rolling grassy hills dotted with oak trees. It was a beautiful morning when I set out. The trip down the mountain was perfect. Traffic was light so I didn't need to devote 100% attention to the road and enjoyed the scenery and riding.

I arrived early, fortunate as the policeman at a roadblock misdirected me away from the vehicle staging area. I met up with another misdirected motorcyclist. A race official got us through the roadblock and pointed in the right direction. The first of our group to arrive, I introduced myself to some officials in order to squeeze them for information about what I would be doing. They were peculiarly tightlipped saying just DO NO HARM..

Soon the guys from the club showed up. It was good to see them after so long. At 9 AM we were briefed on how to conduct ourselves on the course, pass and be passed, and keeping the 10 second gap between motorcycle and our assigned rider.



Monson, Chen, and Randy Lum at the time trials -- Rawn photo

We did a course-lap to familiarize ourselves. Already the mercury was rising and the 44 riders were seeking the protection of the shade till the races began. The first race was for the amateur riders. This was an opportunity for those who had never done this before to get a bit of experience before the pro heats. I missed going on this first run by one rider. I had to wait for the women's event for my first go with a rider.



David Walls and Amgen Time Trials Marshals -- Rawn photo

The staging is interesting, the entry point for the lead motor and the case car is *ahead of the starting platform* for the cyclists. The sequence is first the lead motor enters the course and holds at a designated point about 100 yards down the course. The cyclist takes off from the platform, then a race official signals the lead motor to take off. Once the cyclist gets by the staging area the case car enters the course, then the lead motor for the next cyclist immediately enters the course thereafter and proceeds up to the hold point and the whole thing just progresses like that.

Once on the course, I found the whole process of keeping the proper gap very nerve wracking, not to mention my rider being overtaken by two other riders. At one point it was impossible to tell which of the three was the one I was supposed to be leading, so I stayed up with the lead riders until my girl fell well enough behind that I could pull off to the side and wait to get back in front of her. Upon returning, one of the marshals offered me lunch. After wolfing that down, there was still a few minutes before the pros started. So I spent that time talking to the guys from the club. My first trip leading a pro I had a guy named Zizanski. He was fast! He only slowed slightly going uphill. Over the 18-mile course he passed 3 riders. Across the flats I was constantly amazed at how fast he was able to go. My second run was less spectacular. I was leading a cyclist, Dombrowski, who was not nearly as fast, although we still managed to pass the rider in front of us.



Monson

photo

After four trips around with the heat taking its toll I was relieved that when I finished escorting Dombrowski, the remaining top riders were being escorted by experienced marshals only. I was released.



Amgen event bikes lined up before time trials -- Rawn photo

James was ready to depart but Harvey and I took advantage of the opportunity to walk around the exhibit tents. There were all kinds of high end race bikes on display, as well as riding apparel and a whole tent devoted to fancy toe-clips that looked just like tiny electronic gadgets. Harvey hit the Ben and Jerry's booth for an ice cream and I ate a chicken sandwich. When we got back Harvey and I said our goodbyes and he headed for a pre-ride-home pit-stop. My timing was perfect because just as I was pulling on my gloves one of the race officials was going to fill up his tank and offered to top me off as well. We located a station that would take his fleet card and a few minutes later I was on my way home.

The trip East on the 58 is not as pleasant since it's mostly uphill and the truck traffic is usually very heavy and slow. I

From: Santa Barbara BMW Riders
P O Box 6532, Santa Barbara, CA.

To:

darted through a couple of jams and by the time I got near the top things had thinned out enough that I could open up the throttle a bit and make a nice ride of it to finish off the day. I must have drunk 2 gallons of water that night, I was so thirsty from the heat. But, all in all, it was a fun and interesting day.



"the-guys-before-the-race" -- Blake Monson caption & photo



Time-trial rider starting out and spectators --
Bakersfield, May 17, 2012

Place stamp here