

DATES NEWS***DATES Business Meeting & Social***
RESCHEDULED

Denton County Ride
Summer Club Picnic, Swim & Business Meeting!
Isle du Bois State Park – Lake Ray Roberts
Sunday, July 20, 8:30am Gate opens at 8:00am

The last time Roane and I hosted this ride it was about 45 degrees. Of course, that was in October. Hosting the ride in July this year, we anticipate a warmer temperature.

We will start from the Isle du Bois State Park on Lake Ray Roberts and ride approximately 35-45 miles (2 routes/distances available), The route is mainly on country roads and goes through beautiful horse ranch country and across the Ray Roberts Lake damn.

Since food is always a major consideration after a ride, we have reserved a lakefront pavilion with picnic tables/grills, and will provide traditional lake fare – hot dogs, chips, soda, etc. All will welcome guests bearing other summer food dishes!

After we eat, we are free to swim, sunbathe, or just hang out on the beach. If you want to cool off in the lake, bring bathing suits, towels, "floaties", etc. After the ride, lunch and some relaxation we will conduct the Business Meeting at the pavilion.

Directions: I-35 north to the town of Sanger. Exit FM 455, also known as Chapman Road. Go east on Hwy 455. Cross Lake Ray Roberts damn. Isle du Bois State Park is on the left. Entrance fee to the park is \$3.00 per person. From the gate, take the main rode through the park all the way to the lake, about 3 miles. There is a large parking area by the lake, so just look for the tandems!

Please let Roane & Juanita know if you are going to make so they can plan the food and drinks at 214.686.5577

August 2003 DATES-LINE Schedule:

Mailed by: July 25, 2003

Notices & Articles due by: July 20, 2003**DATES AROUND THE WORLD**

Vicarious riding!! DATES members are riding around the country and around the world this year. Expect to read stories of these wonderful and exciting places in upcoming editions of DATES-Line:

- France in July, from Ronnie & Nanette Bryant.
- San Juan Islands in August, from Chuck & Kris Carlson.
- Oregon in August, from Pete Holverson & Laura Roberts.
- France in July, from Jim & Rhonda Hoyt.
- Reporting from various places across the U.S, from Jay Lewis (w/o Becky Williams).
- Ireland, England, Scotland and Wales in June & July, from John McManus & Brenda Cole.
- France in July, from Jim & Gail Spann
- South Dakota in June, from Harry & Janette Thompson.
- Italy in September, from Rick & Kay Watson.
- Ireland in July, from Jim & Melody Yuhn.
- Southern Indiana in September, from Jim & Connie Peters

2nd Annual Co-Motion Classic Tandem Stage Race

Co-Motion Cycles in Eugene, Oregon announces the return of the Co-Motion Classic Tandem Stage Race. The 2nd Edition of the nation's premier annual tandem bicycle racing event is a cyclists chance to test themselves against the best team riders in the country. The race is open to everyone from seasoned USCF teams to competitive novices.

The races will be held Friday through Sunday, August 22-24, 2003. The four challenging stages are in the beautiful hills and valleys surrounding Eugene, Oregon. Come to watch and have a great ride. Join other riders for our free Fun Ride. Ride out to watch the racing action, while experiencing a more relaxed pace and glorious late-summer cycling in the Willamette Valley. This race is a benefit for Kidsports providing after-school athletics for local children.

Race registration fee is \$125 per tandem by July 30
<http://www.co-motion.com/CCTandemRace.html>

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Inquiring Minds

Inquiring Minds want to know . . .

**Do you take your hills sitting down, or the
flats for that matter? To recline or not to
recline?**

Not wanting to wait for next month for an answer here are some thoughts on recumbent tandems.

Converting to Recumbent

Contributed by Linda and Reg Bowers

Like most folks, Linda and I started tandeming on an upright (Santana Vision), but Linda's back would bother her after about 40 miles. In '97 we decided to test ride a recumbent and have not ridden the upright since. A recumbent is just too dang comfortable to suffer the aches and pains of a conventional tandem. Our first recumbent was a Vision with under-seat steering. We liked it a lot, but I could never bring myself to try to fly it anywhere. Some folks do, (such as the Stuckers), but dismantling and boxing it was more trouble than I wanted to endure. Then last year, Bike Friday came out with a travel recumbent tandem called the DoubleDay. We bought one of the first beta test bikes and have ridden it exclusively ever since.

After some initial modifications, it is just as comfortable as the Vision and handles just as well. Plus we can put it into two suitcases and throw it on an airplane, or fold it up and put it into the trunk of a car. Normally though, we transport it in our full size van (which we've had for years). I roll it in backwards along the right hand side and seatbelt it along side the first bench seat. This works great and the only modification I have to make to it is to fold the rear seat forward.

I'll never get Linda back on an upright tandem and that suits me just fine. On the hills, I sometimes miss not being able to stand up, but instead you just gear down and spin. In fact, a recumbent really encourages you to perfect your spin. And I think we are able to climb every bit as fast on the recumbent as we could on the upright. And while I may miss not being able to stand, I certainly don't miss the aching butt, neck, wrists, and back! The only reason we stop at rest stops now, is if we run out of water or we want to visit with friends that need a break. In addition to comfort, there are a couple of other advantages that recumbents provide ... I see a lot more scenery now than I used to (instead of watching the pavement in front of my wheel). It's just a lot easier to sit back, look around, and enjoy the ride! Also, I find it MUCH easier to breathe on a recumbent than on an upright. The position (especially with under-seat steering) just seems to get your lungs out of a bind. You don't have as much weight on your diaphragm and your shoulders don't constrict your chest. This is really noticeable when get to blowing on a hill. Recumbents are great, and I highly recommend the DoubleDay, especially if you have "transportation issues".

DATES AROUND THE WORLD

THE BLACK HILLS ON A TANDEM

Harry Thompson

We arrived in Rapid City, South Dakota on Saturday, May 31. HATS members Mike and Susan Mahoney had planned this bike tour of the Black Hills for more than a year. Of the 10 couples assembled five came from Houston, one from Austin, one from Longview, one from Tucson, and one from Eugene, Oregon. I don't know if this was planned, but all had folding tandems from Bike Friday. Maybe it was no accident that the Bike Friday co-founders and designer along with his wife and 17-month-old daughter (in her own trailer) were included. Two couples had driven to South Dakota, providing their vehicles for transport of luggage, but there would be no sag support on this trip.

Sunday was a day to assemble bikes and get everyone organized. Many rented cars and went sightseeing. This was both mine and Janette's first trip to this part of the country and we were anxious to get out on the road. We drove through the town of Sturgis (of motorcycle fame) and into Wyoming to see a geological phenomenon call Devil's Tower, and returned via the scenic Spearfish Canyon drive. Two things we discovered were that the terrain wasn't black and these weren't hills; we were in the mountains.

Early on Monday morning we turned in our car. The rest of the trip would be by bicycle. Our first day's ride was to Mt. Rushmore. We got oriented very quickly to the mountains, as the first two miles were a climb out of Rapid City. It was mostly uphill all the way to the base of Mt. Rushmore in Keystone. From Keystone it was straight up (or so it seemed) four miles to the top. We had geared our bike down for the trip, but it was still a tough climb taking more than an hour. I discovered that you can do 3 mph for a sustained distance without falling over. At the top, we met all the other couples and had the appropriate Kodak moments. The trip down took less than 10 minutes with a fully engaged drag brake. A word about drag brakes, don't even think about trying this trip without one.

Over the course of the next five days we meandered through the Black Hills. On the second day, calamity struck. While crossing a wet railroad track, the back wheel got out from under us and we went down. We were mostly okay, but I had a pretty ugly skinned knee. Janette did her job and saved the bike while only getting a small bruise. In a few miles we noticed the back tire was low, probably as a result of the crash. I pumped it up and stopped in Hill City at the bike shop (the only one we saw all week) and got it changed. Later that day, we broke the cable on our drag brake. I had brought a spare and we changed it before starting out the next morning.

We spent four nights in Custer State Park in two different lodges. This afforded us the opportunity to do a little hiking. The hiking was fabulous and we would like to return just for a hiking vacation. On Wednesday we overdid it. We hiked all morning to the Little Devil's Tower. After hiking for four hours, we were off on our Two's Day for the "short" option of the day, 30 miles. The beginning was down the famous "Needles" highway with its unusual craggy rock formations. The last half of the ride was all uphill and finished with switchback climbing. At least one member of this team was really bonked and fading fast by the time we arrived back at our cabin.

Another day, we took a wildlife loop through the park. We saw lots of buffalo, wild burros, pronghorn antelope, deer, and millions of prairie dogs. Speaking of buffalo,

one morning a buffalo came right up to our lodge and attacked a pine tree within 30 feet of our door. It was quite a spectacle and the park ranger had to run him off for fear he was going to do some real damage.

We had good weather all week except for the last two days. We started each morning with tights and arm warmers. When we were riding through Hill City at 1:30 p.m., the bank clock said 53 degrees. The next to the last day we got caught in a small shower but we didn't mind as it was all downhill from there.

On our last day from Custer State Park we had a tremendous climb up Iron Mountain. The last five miles to the top were in the rain. With our rain gear we were okay, but it took all the fun out of the downhill with the wet road. As we came into the town of Keystone, we saw all the other tandems parked at a café. Directly overhead was a large neon clock and thermometer that read 40 degrees. Everyone was inside and frozen. They had decided to sag the last 20 miles to Rapid City. We bought dry socks at the souvenir shop next door and loaded up to ride on in (after all, this was our last day). However, the cell phone reports from the support vehicles said that it was pouring rain in several places on the route. Needless to say, we were persuaded to get in the van.

I am not sure I ever had the desire to go to the Black Hills. That being said, this trip was definitely worth it. The scenery was great and the weather was cool; a welcome respite from our Texas summer. We saw a lot of the mountains and rode through some rock tunnels carved for the roads, with Mr. Rushmore framed in the opening. We didn't do a lot of miles everyday because of all the climbing. I am sure the more technical captains can tell you how much elevation we gained at what grade, but I don't need to keep track of those statistics. The only thing I needed was two gears, our highest and lowest! We had a wonderful time riding in beautiful country with a great bunch of friends.

Sign up for DATES Email Distribution List

Receive up-to-the-minute information about scheduled & impromptu rides and other events and matters of interest to cyclists in general and tandem riders in particular. Go to web page groups.yahoo.com/group/DATES1 and click on "Join This Group" in the upper right corner of the panel, then click on "Sign Up Now" to go to the sign up page.

If you need assistance in signing up, e-mail Warren Casteel at warren@casteelsign.com.

FRESH DATES

Team Spann
Rockwall, TX

Captain: Gail or Jim

Stoker: Same...we often switch

Joined DATES: March 2003

How long have you been cycling?

Gail: 11 years

Jim: loooong time!

How long tandeming? As a couple, we have tandemed for a year and a half.

Why did you start riding tandem? I got a great deal on a tandem after a friend got a divorce...not BECAUSE of the tandem though. Bought it and loved it!

What kind of tandem do you ride? CoMotion Al Capp

How often do you ride? Four to five times a week

How far? Distance!!!

Usual route/area? Well, now it is Rockwall. We also ride in Dallas. I know all the roads around north Houston though.

Favorite Ride? Katy Flatland....the tee shirt is great.

Where/How did you hear about Double DATES?

Through HATS...Houston group...we belong to that also.

Anything else you'd like us to know about you? Jim and I met through the GDB email forum, and we had a Houston /Dallas romance. We married in March and we moved to Rockwall.

Gail is the chair elect for the Texas Bicycle Coalition, ride director for the Houston Moonlight ramble in October, past president of the Woodlands cycling club, Board member of BikeHouston...an advocacy group in the Houston area. She is also the asst. race director for the Huntsville classic mountain bike race, Secretary for the Texas Trails Network organization, expert racer mountain bike, and Category 4 road. She was the director of the Bluebonnet express metric century ride for two years also. She designs tee shirts for many of the big rides (thus the plug above about the Katy Flatland!). Jim races beginner mountain bike, is an avid roadie and has learned to love tandeming as well. He is a member of the TBC and a strong supporter of Gail's efforts. Someone has to ~!!!

Jim and Gail ride their penny farthing bikes (high wheels) in many events also. Between the two of them they own 38 bicycles.

Jim and Gail are off to the Tour de France in July with their tandem. Honeymoon for avid cyclists! They will both watch and RIDE the tour, although less mileage each day. "We look forward to being VERY active in DATES and are excited about riding with everyone!"

Sports Drink Discovery – Team Heppler

Howdy folks, Brad of Team-Heppler here. With the heat growing every day we just wanted to give everyone a heads up on a great new sports drink we've tried. I just go for what ever is on sale as my favorite sports drink of the day as I've had good luck with just about anything I've used. However, my wife and lovely stoker, Tacey, has trouble with most drink mixes on the market. She and many others I've talked with can't digest the super sweet drink mixes that are readily available. No matter how strong or weak it's mixed, it would just sit in her tummy, leaving her both bloated and dehydrated by mid ride.

Most energy drinks contain up to 50% or more of their carbs as simple sugars. This can cause the athlete to experience bloating & sour stomach, sugar "spike and crash" resulting in a full blown dehydrated bonk. When this happens a fun day in the saddle can quickly turn to a hell-ride that never ends. We've all been there and done that, eh? We just found something that has solved our problem. Made by Hammer Nutrition LTD, the folks that make Hammer Gel. It's fittingly called "SUSTAINED ENERGY, Ultra Endurance Fuel". It comes in a 1.5 pound tub, available at your favorite LBS in the \$20 range. What makes this stuff different is it uses only long-chain carbs, which your body breaks down and uses at a steady rate. The long-chain carb's advantage over simple sugars is that your system can absorb about four times the calories in the same amount/volume. This is the reason that it's so easily digestible and easy on the stomach.

The flavor is what I'll describe as "cream of wheat like". It's not a flavor I'd chose to drink with diner, but it's very palatable and goes down easy on the bike. It seems to not completely mix so, before you take a drink, you shake your water bottle a bit, no problem. Yes, \$20-ish a jar is more than most sport drink mixes cost but, here's the deal on that. This product is not engineered for everyday use. It is made for "competition or extended training days", not for the one hour ride after work. We're not a team that races by any stretch of the imagination. But we'll use it anytime we plan to ride for 1 1/2 hours or longer. Like when we do rallies, tours or some club rides when the pace is going to be a little higher than the Sunday stroll. Here's why, per serving: Calories 343, total Carbs 73g (only 5g sugars), Protein 10.5g, Chromium as polynicotinate 100mcg (don't ask me but, it looks impressive), Sodium 112mg. So this stuff will help the racers and non-racers to comfortably go farther and faster and feel better doing it. We tried it, we liked it and will continue to use it. Maybe this will help some of you folks too, good luck!

THE TIRE BOOT

Everyone experiences flat tires on occasion. In addition to your spare tube, tire levers, and air supply you should strongly consider a tire boot. It takes less than you think to cut a tire just enough to expose the tube to the dangerous world outside of the tire. A tire boot can be something creative like a folded up dollar bill or an energy bar wrapper. Plano Cycling & Fitness also carries the Park Tire Boot Kit #TB-1 for about \$4. It comes in a three pack which, one would hope, would take care of you and a couple of new friends you might make on the side of the road some day when you fix their tire because you thought to buy the three pack. However you choose to tackle a cut tire, it is a good idea to be prepared with a solution you know you can count on. As soon as you get home remember to replace the tire. Tire boots are only a temporary fix.

Technical Tips brought to you by:
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Co-Motion Litespeed Cannondale

Suspension Seat posts are better than Chocolate!

Contributed by Grace Hogan

While test riding new and different tandems recently, we will have a Trek T200 for sale soon, I have had the opportunity to experience a variety of suspension seat posts. My first assessment was 'why has it taken me so long to consider buying one?' Well for us, that meant buying a new tandem since I don't have clearance to install one. Which is just another reason to support the purchase of a new tandem. Anyway, attention Stokers. I want the message to be clear, GO OUT AND GET ONE!

I tried a coiled spring, elastomer style seat post. While it had the desired affect of softening the blows of road irregularities, it can be bouncy during the course of the ride. This style will allow you to adjust the tension, however, for our test ride we didn't change the tension. There seem to be a variety of these to choose from, so if you have clearance issues, look at a product similar to the 'Escape' suspension seat post, which collapses within the seat column. If clearance is not an issue there are a number of manufacturers to choose from that stack the spring.

Another option is the Softride beam, only available when purchasing a new tandem. This was very nice. If a new tandem is in your future, I would give this serious consideration. Several bike manufacturers have this option.

The last style I tried is a hinged parallelogram style. It has a pivot point that held firm for steady riding, yet when we rode over an irregularity in the road, it absorbs the shock nicely.

The hardest thing to get used to was the initial seconds of inertia. The feeling was similar to the experience of a roller coaster. During the nanoseconds as the track drops away and you are suspended in mid-air before dropping off. Of course, the drop isn't nearly as far as a roller coaster, but that moment of suspended weightlessness was odd as first. We know our Captains try, but as many Stokers have probably experienced it is hard to time the bump warning with the elevation off the seat. Sometimes there simply isn't enough warning. With a suspension seat, it didn't matter. The reflex was there for the first hour or so, then I just sat through them with no issues.

I guess I have to come up with another excuse to eat chocolate since I no longer have to cushion the bum from the shocks of the road.

Dallas Area Tandem Enthusiasts present:

DATES Second Century!

DATE S' second annual century ride just for TANDEM teams featuring half, metric and full centuries. Award winning route with country lanes, farms, small Texas towns, rolling hills; rest stops, maps and SAG support.

When: Sunday, September 28th, 2003.

Packets available 7:00AM. Course opens 8:00AM.

Registrations due by September 22nd

Where: Ride start is in downtown Van Alstyne, Texas – 48 miles north of Dallas city center via US 75.

Cost: Free for DATE S members, non-members teams \$9

Non-member teams, please see bike shops for registration form.

DATE S members please fill in the form below and mail to: DATE S second century, 1325 Chicota Drive, Plano, Texas 75023-1903, or email to res1rrzj@verizon.net:

Stoker: _____

Captain: _____

Home Phone: _____

E mail address: _____

We plan to tackle the: _____ half century _____ metric century _____ full century

Ask anyone who rode it last year about this ride

DATES-LINE is published monthly during the cycling season (*Ed. Approximately 10 issues/yr*) by and for members of **DOUBLE DATES**. Information contained herein is for the general good of the tandem community and may be copied without permission; credit to **DOUBLE DATES** and **DATES-LINE** is appreciated. **All comments and contributions are welcome. We reserve the right to edit all submissions.** Generally, Monthly Issues are mailed by the **Last Tuesday** of the previous month. Notices and Articles must be received a week prior to the mailing date to be included in the next issue. Exceptions to this schedule are published in the preceding issue of the newsletter. Machine-readable copy is required: either from MS WORD, text/ASCII or Word Perfect. Copy should be e-mailed to ddateseditor@aol.com or mailed on a 3.5 diskette to the editors Tom & Grace Hogan at 2200 Woodburn Corners, Plano, TX 75075-3507.

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DOUBLE DATES, the Dallas Area Tandem Enthusiasts, is a recreational club for riders of tandem bicycles. Membership dues are \$18 payable annually in January. If a team joins mid-year, the dues are: Jan – June \$18; July – Oct \$9. Teams joining in November or December pay \$18 and are paid up for the following year.

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