

DATES NEWS**Halloween Ride****October 18 – 19th****! Call now to reserve your room!****Hotel Drop Dead Date September 29th**

If you want to intern yourselves with other DATES members at the Fairfiled crypt call now. The room block expires at the bewitching hour on September 29th. Listed under DATES TANDEM. See Page 7 for registration and more information

DATES Business Meeting & SocialNovember 9th

The next business meeting is scheduled for 5:30 pm Sunday evening, November 9th at the home of Brenda Cole & John McManus, 922 Easton Place, Dallas 75218. Brenda will provide Lasagna or some great main dish and drinks. Please bring your favorite salad, side dish or dessert. Please RSVP to 214-321-6085.

Directions:

1. From LBJ: Go East to Plano Road. This exit will bring you to Church Street. Turn left on Church and then right at the light on Plano Road. Go through the first two stoplights. Note: at the second stop light (Northwest Highway) the road name changes from Plano Road to Lake Highlands. Go to step 3.
2. From Northwest Highway: go east and turn right on Lake Highlands. Go to step 3.
3. On Lake Highlands, from Northwest Highway, the next stoplight is Easton Road. Turn left. Go to the top of the hill. Turn right on Easton Place. Stay to the right. 922 is the second house on the left.
4. If you get lost, call 214-321-6085.

The strength of the club depends on its' members. Join us at the business meeting and become involved not only in the rides but also in the organization.

Immediate Club needs are:

- Christmas Lights Ride Host
- 2004 Annual Meeting Host
- 2004 DATES officer nominating committee Coordinator

**Business Meeting Recipe
Shrimp Salad**

This is one of my favorite salads to eat, but not so nice to make for us squeamish types. One must get over the unpleasantness of shelling and de-veining pounds of shrimp. Although, it is not so unpleasant as to pay twice the price to have it done for you.

From Ina Garten's Barefoot Contessa Parties,

The key to good shrimp salad is to undercook the shrimp.... they really do cook in 3 minutes.

3 Tablespoons	kosher salt, plus 1 teaspoon
1	Lemon, cut into quarters
4 pounds	Large shrimp in the shell
2 cups	good mayonnaise
1-teaspoon	Dijon mustard
2 Tablespoons	white wine or white wine vinegar
1 teaspoon	freshly ground black pepper
6 Tablespoons	minced fresh dill
1 cup	minced red onion (1 onion)
3 cups	minced celery (16 stalks)

Bring 5 quarts of water, 3 tablespoons of salt and the lemon to a boil in a large saucepan. Add half the shrimp and reduce the heat to medium. Cook, uncovered for only 3 minutes or until the shrimp are barely cooked through. Remove with slotted spoon to a bowl of cool water. Bring the water back to a boil and repeat with the remaining shrimp. Let cool, then peel and de-vein the shrimp. (*I have actually not tried it this way, I peel and de-vein before cooking*)

In a separate bowl, whisk together the mayonnaise, mustard, wine, and 1 teaspoon of salt, the pepper, and dill. Combine with the peeled shrimp. Add the red onion and celery and check the seasonings. Serve, or cover and refrigerate for a few hours.

News from Texas Bicycle Coalition:

The six finalist designs for our Share the Road license plate will soon be available to view on the TBC web site. Visit your local bike shop to vote for your favorite design. \$15,000 must be raised for the deposit before the plate production can begin. TBC would like you to support the Share the Road effort. If you'd like to be notified when the Share the Road license plate goes on sale Send an email to mail@biketexas.org.

MELON PATCH TOUR WEEKEND!

Ride Summary in 2 Parts

Part 2, Melon Fest and Ride Day 2

Contributed by Team Hunt

We could have cleaned up and checked out the antique cars and hot rods on Main Street, but the idea of a real shower and a nap in the motel won out. After the nap, we got back to town in time to join Ronnie and Nanette for the free watermelon on Main Street. When the fire department arrived to hose down the place, D'Ann went up and asked if she could run one of the fire hoses. The next thing you know, D'Ann and Nanette were a hose team.

The next morning, we assembled in the parking lot of our motel to begin our club ride and found much to our surprise that team Bishop had arrived to join us. I gave a quick route briefing and we got on our bikes to start the route, but I quickly learned that I had spent too much time talking about safety and not enough time on the actual route. We actually had two teams make two different wrong turns before we ever left the motel parking lot. They know who they are.

Out on our route, we rode pretty much as a group for the first 12 miles with only one team electing to drop off and take the shorter route. I'm sorry to report that the second half of the route had been "chip sealed" or "Top Coated". I just hate it when they mess up a good, smooth road by putting tar and gravel on it! However, the chip seal doesn't change the fact that there is a 7.5-mile stretch of road that is predominately down hill.

As we rode down that stretch of road, our little group of bikes cruised along at a good clip. I was in my usual position at the back of the pack, breathing hard and trying to stay in somebody's (anybody's) draft. Then, some how, the space between me and the wheel of the bike in front of me started to get smaller and smaller. Pretty soon, I had to decide to either move out to the left or touch the brakes. Naturally, I moved left, but so did the team two bikes up the line from me. That was no big deal; we could ride a double line of tandems for a while. To my astonishment, I soon saw that I was gaining on that bike too! Well, I was really not interested in brakes by that point, so I moved left again, but that put me on the wrong side of the road's centerline, so now I needed to really hammer to complete the pass and return the proper side of the road. Suddenly, the whole situation gets totally out of control as several of the teams that actually are fast broke into a sprint to chase us down, and I felt honor bound to give them as good a run for their money as I could. We were in our high speed tuck cranking like there was no tomorrow! I can't see my computer in that position so I can only estimate our speed, but I think it was around 80. My legs were burning, my chest was heaving, and the wind

was howling in my ears, but I was determined to keep my lead for as long as possible! I'm not sure how long it took before team Pond passed us with teams Goins and Bryant right behind, but I think it might have been as much as 5 or 10 seconds. Hurrah, for the element of surprise!!

Resuming my position in anybody's draft, I could just make out Steve Bishop's British accent over my gasping and wheezing saying, "This is the most frisky I've seen the DATEs club act." It wasn't exactly what I was going for, but I guess it beats being known as the slow couple. Watch out for us: we're pretty frisky if we really work at it.

Our weekend ended with a group lunch at the Hard 8 Barbecue joint. The food was good and I highly recommend it. D'Ann and I really had fun with all the folks who came out and enjoyed it with us. We plan to do it again next August.

...and we'll buy our tandem at

PLANO
Cycling + Fitness

(972) 423-4130

Co-Motion Litespeed Cannondale

www.planocycling.com

November 2003 DATES-LINE Schedule:
Mailed by: October 26, 2003
Notices & Articles due by: Oct. 20, 2003

HHH Weekend 2003

According to Team Goins

The HHH is regarded as a ride of extremes...Extreme Heat, extreme wind, extreme crowds, and ultimately extreme exhaustion. This year's edition, at least for us, seemed to contradict these perceptions. In my 18 years of participation, this years was by far the easiest (the least difficult) I can recall. The temperature was moderate, the winds light & variable, and the pace lines were remarkable.

Our ride did begin with some trepidation however. As we pulled in to the front of the starting line I realized that I had left our spare tubes on the kitchen table. The thought of having a flat out in the middle of nowhere and being reduced to waiting on a support vehicle or begging for spare tubes wasn't too appealing to us. Fortunately no flats were in our immediate future so this never became an issue.

Our first priority was to keep the pace at a manageable level in the early going when all the excitement and adrenalin was flowing. For the first 20 or so miles the pace lines were forming and then breaking up rapidly as is common in this ride due to the vast variety of skill and fitness levels in the front section of the ride. At mile 20 we rode up behind a group of about 30 that were keeping a very steady and organized pace just a bit slower than the pace we were keeping, so we hopped in. Thinking that the energy we would save at that point would far offset a slightly slower pace. At about mile 28 the "racers" caught and passed us at well over 30mph with at least 100 bikes in tow. It was pretty exciting stuff, especially since our son Bryan was one of the 3 doing the towing.

At 30 miles Electra, our group, broke up as most of them stopped at the Electra rest stop. Janice & I continued on from Electra pretty much by ourselves for 5 or 6 miles until we were swallowed up by the "Perfect Peleton". This group consisted of at least 150 bikes that were averaging between 22 & 25mph into a slight headwind. What was so great about this group was that there never was a Mr. Macho on the front hammering the hills to break up the group. It was also surprising that with such a huge group I never saw THE GUY that looked like a disaster in the making that could bring down the whole bunch at any time. This group stayed intact all the way to Burkburnett where we took our first pit stop at mile 55. To this point the ride could not have gone better. We both still felt fairly fresh and ready for more (or so we thought). After refreshing ourselves we didn't get more than 10 miles down the road when it felt like someone pulled the plug on both of us. The idea of staying with a pace line, any pace line was out of the question. We slowed the pace out of necessity and started popping the GU's to try to regain some energy.

We made an unscheduled rest stop at mile 65 which turned out to be the best stop of the day as by eating everything from dill pickles to chocolate chips we were able to regain a bit of lost energy. (More on the dill pickles later). For the next 10 to 12 miles we were able to hang with several pretty good pace lines, which helped us, keep our pace fairly high. Then out of nowhere came the unmistakable tightness and twinges of impending muscle cramps. Fortunately this was just about a mile from the 80 mi rest stop. I didn't say anything to Janice about cramping but was thinking to myself that we could be in for a long day from there to the finish. Janice's energy level was starting to run on empty and I was starting to cramp, which is not a good combination on a tandem. In my 20 years of cycling I have never found anything that could reverse the process of cramping once it got started. It has always just been to drink all you could, slow down to a crawl, endure the pain, and watch your hard earned average speed drop by the mile. I had never tried the Dill Pickles on a ride before but was willing to try anything at that point. I forced down 3 huge dill pickles, popped a few salt tablets, drank a ton of water, and trucked on. (Have you ever checked out the sodium content of dill pickles?) To my surprise there was never another sign of cramping and we were able to complete the last (infamous) 20 miles at a 17 to 20 mph pace.

Hats off to my stoker. This was Janice's first Century and she still had enough left at the finish to want to "Pass those people in front of us" on the finishing straight.

Dinner at Oxford Street that evening was enjoyed by 12 Dates & Guests. I think everyone was in agreement that we should eat there again next year. Four teams attended the Sunday morning ride; Vinson, Pond, Hudson/Croy, Goins, and one single, son Bryan. After meeting for a hearty breakfast (what else do you do before riding) we hit the road on what turned out to be a very pleasant "recovery" ride. Again we were blessed with very little wind and pleasant temperatures. This, along with good roads, no dogs, no traffic, and no hurry made for a very enjoyable "day after ride" for all.

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. Click on "Join This Group" on the web groups.yahoo.com/group/DATES1, then click on "Sign Up Now" to reach the sign up page.

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

DATES DISPATCHES AROUND THE WORLD

2,500 Miles – On the Wrong Side of the Road

End to End in 3 weeks, Week 1
from John McManus and Brenda Cole

We didn't plan it this way. It just happened. But in fact we've ridden 2,500 miles this year on the left side of the road. That's no big deal. I find it easy. In fact I find it harder to revert back to the right side when we return. Maybe that's because I'm left handed.

So here's a tale of the most recent wrong-side-of-the-road trip, one we'll never forget. The British know it well; they call it "End to End" – from the Southwest most point in England, Lands End, to the Northeast most point in Scotland, John o' Groats. If you do this more or less in a straight-line, it's 875 miles. The time record for a bicycle is a little over two days. Hearty souls cycle it in a week, riding over 125 miles a day. Two weeks is common for cyclists. We took three. The Cyclists Touring Club (CTC) called this "The Leisurely End to End". But leisurely it was not. Scenic, maybe – but not leisurely. This version was stretched to 1170 miles. We were self-contained with four panniers on each of our single bikes (Since you can't reliably take tandems on trains in England, we couldn't get to the starting point with our Santana.). And we were to stay in hostels.

The first day, 20 riders – all strangers to each other – ended up riding together. Not only did we make the customary British stops – for morning tea ("elevens"), for lunch, for afternoon tea – but we also stopped every mile (half-mile?) or so either because there was an intersection or because we had just climbed a hill and we were waiting on the slowest rider. On a few occasions, some of the riders walked a hill, pushing their bike. Eventually, we joined them. This was (only) a 66-mile day ride but we didn't arrive at the hostel until 7:30 pm. This was the day when Lance fell on the tour, but this Texan beat the Brits up the last hill. But we weren't as smart as many of them. Some went directly to the pub. Instead, we opted for a shower and the laundry. Then, at about 8:15, we asked directions to the pub – and were informed that the pub stopped serving meals at 8:00. And we didn't have dinner reservations at the hostel. In the end, we ate whatever leftovers the kitchen could find. And so we learned our first lesson: if we're out late – and we frequently were – then we should stop at a store and buy things we could cook at the hostel.

On the second day, I decided we weren't riding with the group - we were going to get in before 7:30. So we were first out of the hostel and followed the queue sheet "right and immediately right on a minor road". Within a mile the minor road was a narrow, single lane road. If we rode in either of the tracks, the bushes would scratch us. But the center was covered with gravel and our wheels slipped. Pretty soon the grade was over 18%. So we walked – for a long time. Later we ran into the others who had wisely decided not to take the minor road. This day – only 64 miles – we climbed over 7,000 feet – a hundred feet of climbing for every mile. But the feet of climbing were not the main obstacles – it was the grades. Often they were 15 to 25 percent. We had neither the gears nor the legs for this, especially with a loaded bike. But guess what; it's also difficult to push a loaded bike up these hills. So, on this day – day 2 of 21 – I walked more hills than in my entire 32 years of cycling. And we got to the hostel again around 7:30 pm.

So why are the British hills so steep? Do they blame this on the Romans? Even the Italians and French know that the civilized way to build roads over steep grades is via switchbacks. Why do the British go straight over? I never learned the answer.

RICHARDSON

BIKE MART

**Your Source for Santana, Ibis,
Burley & Trek Tandem**

Expert Tandem Repair & Service

See us at our big, new shop,
SE corner Coit & Campbell, Richardson
(972) 231-3993

September 2003 Business Meeting & Ride Sunday, September 14

Submitted by Kris and Chuck Carlson, Secretaries

Location: Grace and Tom Hogan's home

Attending Officers: D'Ann & Don Hunt, Kris and Chuck Carlson, Grace and Tom Hogan

Attending Teams: Colleen and Tony Hering, Carol Croy and Bruce Hudson, Brenda Cole and John McManus.

Don opened the meeting by thanking the Hogans for hosting the ride and meeting. He followed with a recap of recent club rides and expressed appreciation for the ride leaders: Team Hunt (Post Melon Patch), Team Cole (Waxahachie Tour), Team Goins (Post HHH Ride), Team Nail (Labor Day Ride), and Team Vinson (Collin Co. Ride).

Minutes from the July meeting were reviewed.

Decisions at the July meeting included: 1) delaying some financial decisions for SWTR 2005 until John McManus can present the club with a proposed budget and 2) discontinuing the publication of specific travel dates when team travel plans are shared in DATES-LINE.

The open action items at this time are: 1) the originally budgeted \$500 donation to the TX Bicycle Coalition (TBC) is now on hold for possible use on 2005 SWTR expenses (no solicitation letter has been received) and 2) review of the 2005 SWTR budget.

OFFICER/COMMITTEE REPORTS

Treasurers – In Team Boggess' absence, it was noted that no expenditures have been made recently. The TBC donation has been postponed pending review our SWTR 2005 proposed budget.

Secretaries – Team Carlson, no report.

Ride Coordinators – In Team Glenz's absence, Don noted the club rides scheduled in the upcoming weeks:
Sep. 28 – Century Ride led by Team Shaddox
Oct. 5 – Las Colinas or SMU Ride led by Team Bobbitt.
Oct. 12 – Joe Pool Ride led by Team Patterson
Oct. 19-20 – Halloween Ride led by Team Casteel.

Membership Coordinators – In Team Kemp's absence, Don noted that two new teams have joined DATES: Brian and Kelly Feagins and Mark and Debra Metcalf.

Webmasters – Team Vinson, no report

HOT-LINE – No report.

DATES-LINE Editors – Team Hogan reported that the next newsletter has plenty of content from contributing members. The deadline for submitting information for October is Monday, Sept. 22.

DATES Coordinators – Don reminded everyone that the cut-off for the Halloween Ride hotel reservations is Sep. 27. After that date, availability is not guaranteed and the rate goes up.

OLD BUSINESS

Don asked John McManus to report on the SWTR 2005 plans. John indicated that budget planning is underway and some hotel/restaurant venues have been selected. Ride coordinators are still needed, though we may receive some support from a couple in the Fredericksburg area.

John reported that a ride jersey has been designed. Our intention is to include the cost for two jerseys in the rally registration fee.

Many decisions remain and ideas from club members are welcome. We will need lots of volunteers as the event draws closer.

The SWTR 2005 rally has been promoted at rallies this summer and is also shown on our club website. We intend to maintain our publicity efforts throughout 2004.

NEW BUSINESS

The Christmas Lights Ride has no leader yet and a leader is also needed for the Annual Meeting. Grace will publish these needs in the upcoming edition of the DATES-LINE. (Vinsons may be interested in volunteering for the Annual Meeting.) Don reported that we need a volunteer to chair the 2004 DATES officer nominating committee and our bylaws stipulate that it cannot be a current officer.

Carol Croy and Bruce Hudson provided information on the Share the Road Texas license plate under consideration. Texas Bicycle Coalition is leading this effort and raising the \$15,000 startup fee to get a plate produced. You can vote for your favorite plate and simultaneously make a \$1 contribution at biketexas.org. 15,000 votes are needed. Don announced that the Texas Hill Country River Region sent us their brochure on the 2003 Bicycle Classic. They are eager to promote their area as cycling-friendly. This year's ride conflicts with our Halloween Ride, but this is an area we may want to promote.

NEXT MEETING: Sunday, November 9, 5:30 p.m. at the home of Brenda Cole and John McManus.

DALLAS AREA TANDEM ENTHUSIASTS

WEB Page: www.doubledates.com

PAG

Double DATES Rides & Activities

RIDE	DATE	START TIME	START PLACE	RIDE HOST	PHONE # / E-MAIL	DISTANCE	DETAILS
Joe Pool Ride	Sunday Oct. 12th	8:00AM	Watch for details on the DATES email	Team Patterson			
Halloween Ride Weekend	October 18 & 19th	8:00AM	Norman Junior High School - Kaufman Texas	Warren & Audre Casteel	214.352.7446/ wacasteel@comcast.net	65 or 80 mile routes	Rooms reserved under DATES TANDEM at the Fairfield Inn until Sept. 29th for a rate of \$69. Call 903.561.2535.
2nd Dates Century	Sunday Sept. 28th	Course opens at 8:00AM	Packet pick-up begins at 7:00AM Course opens at 8:00 AM from downtown Van Alstyne, Texas	Tom Shaddox & Brenda Hursin	res1rrzj @verizon.net	half, full and metric Century	Comments from last year: "The course is a perfect combination of hills, flats, country lane, ..." "...well supported century on a fabulous route"
Veterans Day Ride	Sunday Nov. 9th	8:00AM	Look for detail next month	Team Hoyt			
Two Flags Ride	Sunday Nov. 16th	8:00AM	Look for detail next month	Team Shaddox/ Hursin			

Upcoming Area Pay Rides

RIDE	DATE	START TIME	START PLACE	ADDITIONAL INFORMATION
Autumn in Bonham	Saturday Oct. 4th	9:00 AM	Start/Finish at I. W. Evans School Center (HWY 78) at 13th Street, Bonham, TX. Showers available post ride.	ROUTES: 11, 29, 39, 46, & 68 miles; Breakfast from 7 - 9AM, Tandem Start 9:00 AM, Stoker 1/2 price! http://www.bonhamchamber.com/autumn.htm
Ride for The Roses Weekend	Oct. 25 & 26	8:00 AM	Austin Texas	Events include the PowerBar Health & Sports Expo and the 10- to 10 mile Ride for the Roses. See http://www.laf.org/events/
Tour de Peppermint	Nov. 2nd	8:30AM	Southlake Town Square, Southlake TX	Routes: 20, 48, 62 miles Benefiting Summer Santa's kids http://www.summersanta.org/

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. Electronic copy is required: either from MS WORD, text/ASCII or Word Perfect. E-mail to ddateseditor@aol.com.

Advertising Rates (per issue): \$10 - Business card size ads; \$35 - 1/4Page ads; \$50 - 1/2Page ads

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.

DATES COORDINATORS _____	Don & D'Ann Hunt _____	972.442.6622 (h) _____	d2h@airmail.net
DATES-LINE EDITORS _____	Tom & Grace Hogan _____	972.867.9252 (h) _____	ddateseditor@aol.com
RIDE COORDINATORS _____	Tom & Diane Glenz _____	817.490.9226 (h) _____	
MEMBERSHIP COORDINATORS _____	Franklin & Tricia Kemp _____	972.578.9093 (h) _____	pwkemp@comcast.com
TREASURERS _____	Jerry & Laurie Boggess _____	972 .690.4051 (h) _____	jboggess@comcast.com
SECRETARY _____	Chuck & Kris Carlson _____	972.248.8481 (h) _____	c.carlson@sbcglobal.net
WEB SITE _____	Kevin & Linda Vinson _____	www.doubledates.com	
HOT-LINE _____	Dallas Area _____	214.352.7446 (b)	
	Out of Town _____	1-800-875-5662 (b)	
	Night (Warren & Audre Casteel) _	(972) 596-8206 (h) _____	wacasteel@comcast.com
DATES1 Email Distribution _____	Warren & Audre Casteel _____	(972) 596-8206 (h) _____	wacasteel@comcast.com



Dallas Area Tandem Enthusiasts
 % Team Hogan
 2200 Woodburn Corners
 Plano, TX 75075-3507

