



# DATES-LINE



December 2007

Volume 18, Number 12



## Pictures from 'Lake to Lake' Ride, 11/10/07

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**Annual DATES Christmas Lights Ride**  
**December 16, 2007**  
**Dallas, Texas**  
**Chuck & Kris Carlson**



Meet at Snider Plaza near Milton Ave. at 5pm, December 16, 2007. Ride at sunset, which is about 5:20. Headlights and taillights are required (decorative lights optional).

We will tour the most stunningly festive streets in the Park Cities.

Dinner after ride at either Ball's (hamburgers and malts) or another place to be determined shortly. We will try to limit the ride to 60 to 90 minutes of slow riding, or less if it's colder. White elephant gift very optional.

If you would like to be notified of ride cancellation due to nasty weather, RSVP to [c.carlson@sbcglobal.net](mailto:c.carlson@sbcglobal.net) with your phone number and we will call you if weather forces alternative plans -- probably dinner and no ride. Or you can always call us.

Chuck & Kris ~ 972-679-1200 cel, 972-248-8481 hm, [c.carlson@sbcglobal.net](mailto:c.carlson@sbcglobal.net)

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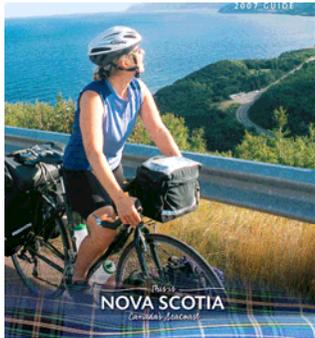
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**ANNOUNCING:****A DATES TANDEM TOUR IN MARITIME NOVA SCOTIA  
SEPTEMBER 6 THRU 18, 2008 STARTING & ENDING IN HALIFAX**

Nova Scotia has 4,750 miles of seacoast and we'll cycle both the Southern and Northern shores. Think of sandy beaches, rugged cliffs, pristine lakes, dramatic coastal headlands, lush farmland, quaint fishing villages and lighthouses. We should have light traffic since most tourists leave this tourist destination by Labor Day. Average 43 miles per day; longest day is 58 miles. Three layover days, all with good optional rides. Fairly easy riding as we never climb more than 2,500 feet in a day.

The first 5 days we follow the Atlantic along the rocky South Shore, visiting Peggy's Cove, the Aspotogan Peninsula, Chester, Lunenburg, and Liverpool (on the Mersey!). Then cross the province's low spine through the wilderness of Kejimikujik National Park to reach historic Annapolis Royal, on the Bay of Fundy. Continue through the rich orchards of the Annapolis Valley to Wolfville, site of the world's highest tides. Two nights in Lunenburg (18th century core preserved as a UNESCO World Heritage Site), Annapolis Royal (Fort Anne, tidal power generating station, re-creation of the 1604 French settlement) and Wolfville (astounding tides, extensive Acadian dykes, Grand Pré memorials to the Acadian displacement).



I've booked very nice country inns for 7 of the nights. One night we'll stay in cabins in the woods about a mile off the highway. The remaining nights are in great hotels.



This tour (routes, lodging, etc.) was designed by a friend of mine in California. He has run it twice for Bicycle Adventure Club and it's gotten great reviews. We're limited to 12 tandems. Priority will be given to DATES members. If Nova Scotia sounds like fun and meets your schedule, please let us know. We'll open it to other tandem riders on November 15. Price has not yet been determined but I hope we can do it for about \$3,000 per team.



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Or: Curtis Belcher at:

580.889.2754 (home), 580.513.5671 (cell) or kbelcher@harmony.k12.ok.us

## Notice:

January 2008 DATES-LINE:

Notices & Articles due by: December 26, 2007

We NEED your notices, ride reports, articles & PICTURES for the newsletter!

## Pete's Redneck Heaven Ride (Part III)

October 21<sup>st</sup>, 2007

Hosted by Pete Holverson & Laura Roberts  
Ride Report by Kevin Vinson

What can you say about a tandem ride called "Pete's Redneck Heaven Ride"? Quite a bit to be exact. As is customary with my ride reports, I will start off with the weather. We have been very fortunate with our weather these last couple of months. The day of this ride was very nice. Perfect cycling weather. There were 6 couples (Teams Hudson-Croy, Thompsons, Carlsons, Bloomers, Wilsons, & Vinsons) and one single (the host himself, Pete Holverson). Unfortunately, Laura was not able to make it due to work.

We all met at the Lowes in Mesquite at 8:00 AM for an 8:30 AM start. The route option was approximately 55 miles. Just to give you an idea of the extent of this ride, we start out north of U.S. Highway 80 and make our way all the way south of U.S. Highway 175. The route is a great route. Plenty of things to see and as you make your way along this route, you soon discover why it is called a "Redneck Heaven" ride. For Linda and I, this was our third time riding the "Redneck" ride. Every time, we have had a great time.

This ride combines a little urban riding and a lot of rural riding. From nice stretches of flat roads to some nice rollers to keep you honest. We encountered a lot of single riders going in the opposite direction. This is a popular area for cycling. For those of you that have not participated in this ride but have ridden the Mesquite Rodeo Ride, you will recognize some of the route. At one point during the ride, we established a nice staggered pace line. It's amazing how much ground you can cover when you can form an organized pace line.

There is a short option available at the 17.5 mile mark which brings it to approximately 35 miles. No matter the option, you can't go wrong with the ride. Getting back to the day's ride, the first 32.3 miles went by fairly fast. There was a lot of conversation going on during the ride. This is what DATES is all about. The official rest stop is the McDonald's along U.S. Highway 175. Like past years, this ends up being more than a simple rest stop. It's hard to resist those French Fries.

Once we finished up our mini lunches, we began the final 22 miles back to Lowe's. Like the first 32.3 miles, the 22.1 miles went by quickly. Also, the conversations did not stop. One thing Pete neglected to tell us was, we would be doing some cyclo-cross. Between the 42.2 mile mark and the 43.9 mile mark, we came upon some road construction. We didn't know if we could get through or not but we proceeded on. Sure enough, at one point of the road, thru traffic was next to impossible. This did not stop us. With that said, we dismounted the bikes and walked them along a temporary dirt path used by the construction equipment.

Once everyone got across, we mounted back up and finished the remaining 11 miles. We all arrived back at the Lowe's parking lot in one piece. LOL! Even though we had some lunch at McDonald's, everyone was in agreement in regards to having lunch #2 some where in Mesquite. The restaurant of choice was Posado's. It was a very nice ending to a very nice day of tandem cycling. As always, "Pete's Redneck Heaven Ride" was a great event. Many thanks to Pete & Laura. Before I forget, Linda would like to extend a special thank you to Pete for providing musical accompaniment.

## Halloween Ride

October 27<sup>th</sup> & 28<sup>th</sup>

Hosted by Ronnie & Nanette Bryant  
Ride Report by Kevin Vinson

This was the third year for the “unsupported” version of the DATES Halloween Ride. The DATES Halloween Ride has been an annual event for quite a few years when it was hosted by Warren & Audrey Casteel. Prior to the “unsupported” version, this ride used to be supported with a SAG wagon provided by Warren & Audrey. For Linda and I, this was our second consecutive year of participating in this ride. Since it is an unsupported ride, we had to borrow a trailer from Ronnie & Nanette last year (the Bob). We had such a great time last year that we decided to invest in a cargo trailer of our own.

Cargo trailers aren't the only option for this ride. Some couples use Panniers as a way to carry their belongings. In regards to the ride itself, it is a two-day tour to Tyler, Texas and back. This year, the ride started from Purtis Creek State Park in Eustace, Texas. Before I go any further, I have to talk about the original logistics for the DATES Halloween Ride. Originally, there were two route options available. An 80-mile route that would originate from Norman Junior High School in Kaufman, Texas. The 50-mile route would originate from Purtis Creek State Park.

Up until the week of the ride, there were 3 teams signed up for the 80-mile route and 6 teams signed up for the 50-mile route. Linda and I were 1 of the 3 teams that originally signed up for the 80-mile route. As the ride weekend approached, Linda was not too sure about riding the 80-mile route. We did the 80-mile route last year pulling a cargo trailer. As for this year, Linda was not feeling to confident about doing the 80-mile route again this year. After much discussion, we decided to change to the 50-mile option. Linda notified Ronnie & Nanette about our change of heart. After that, it was decided that everyone would start from the Purtis Creek State Park and that a 60-mile route would be available to anyone interested.



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The ride was scheduled to start at 9:30 AM on Saturday, October 27<sup>th</sup>. Chuck Carlson had arranged for a parking area for us at the park since we would be leaving our vehicles over night. When we arrived at the park, Linda and I had every intention on riding the 50-mile route. As we were getting our trailer ready and conversing with Ronnie & Nanette, Ronnie suggested to Linda and I that we should do the 60-mile route.

Much to my surprise, Ronnie was able to convince Linda to do the 60-mile route. So, there were 3 teams including Linda & I riding the 60-mile route while there were 6 teams riding the 50-mile route. This year's Ride was attended by the following teams: Ronnie & Nanette Bryant, Pat & Charlie Jenkins, Chuck & Kris Carlson, Lee & Beckie Wilson, Bruce Hudson & Carol Croy, Harry & Janette Thompson, Pete Holverson & Laura Roberts, Alan & Renee Kailer, Kevin & Linda Vinson

The weather was great for both days. Once everyone had their cargo trailers attached and Panniers mounted, we began our trek to Tyler. We started off about 30 to 45 minutes late. The decision to ride either the 60-mile or 50-mile route had to be made within the first mile. The 10 additional miles for the 60-mile route were basically a 10-mile loop that put us back on track with the 50-mile south of Martins Mill. The route from Eustace to our first destination was very nice. The roads were good for the most part but the best thing was the light traffic. It's amazing how the terrain changes as you make your way east from Eustace. Long stretches of flat to slightly rolling roads turn into more rollers and even some climbs.

For Saturday, the ride agenda called for everyone to have lunch at the Edom Bakery & Grill in Edom, Texas (FM 279). For anyone that is not familiar with the little town of Edom, it's a very quaint little town. Very artsy. While in Edom, it was suggested that we stop at the Blue Moon Gardens. Our lunch at the Edom Bakery & Grill was very good. From there, we made our way to the Blue Moon Gardens. The Blue Moon Gardens is located 4 miles east of downtown Edom. Linda loved this place. If you are into flowers and gardens, this is your place to visit.

We spent about 30 minutes at the gardens. After the sightseeing stop, we got back on the bikes and resumed our trek to Tyler. We had 27 miles to go from Edom to Tyler. The gentler rollers were now hills. Flat stretches of road were pretty well non-existent. No matter, the scenery was very nice. We were now in the "Piney Woods" area of Texas. For the ride into Tyler, we would be riding Pete Holverson's variation of the route. This route kept us off of SR 64. This is where we really hit the hills. Linda and I forgot just how hilly it is in and around Tyler.

Since we were riding the 60-mile route and we made two long stops, we were getting to the hotel around 4:30 PM. Happy hour was scheduled for 5:30 PM. It didn't leave us a lot of time to get checked in and cleaned up. We finally arrived down at the lobby for happy hour around 6:00 PM. Everyone seemed to be enjoying themselves. Since Tyler is dry, everyone brought their own beverages. It's amazing what all of us had in our cargo trailers and Panniers. Around 7:00 PM, it was time to decide where we were going to have dinner. Since there was 18 of us, it was recommended that we go in small groups so we can get seated sooner.

For Linda and I, we joined the Bryants, Wilsons, Jenkins, and Holverson-Roberts. We were staying at the Comfort Suites and there was a nice selection of restaurants in walking distance of the hotel. Our first stop was Outback. The wait was 45 minutes. We decided that was a little too long so we decided to check out another restaurant. We discovered a Japanese Steakhouse across the street from Outback. As we were making our way to the Japanese Steakhouse, Lee Wilson let us know that he had the transponder from Outback. The wait at the Japanese Steakhouse was not as long as Outback.

We got our name on the wait list and made our way to the lounge. We probably waited for our table for about 30 minutes. The dinner was well worth the wait. It was a very nice dinner with a lot of good conversation. We had a great time with everyone. Once dinner was over, we made our way back to the hotel. It was a very nice day of cycling and socializing. It was decided that we would start our trip back to Eustace at 8:30 AM on Sunday.

The agenda for Sunday called for us to depart the hotel at 8:30 AM, making our way from the hotel using John McManus' "historic" route. This route took us through the downtown square of Tyler. Part of this route is along brick paved roads. Along these brick paved roads are some beautiful homes. Tyler is a very nice community. The plan was for everyone to ride to the Edom Bakery & Grill for breakfast. For Sunday, everyone was riding the same route. The breakfast at the Edom Bakery & Grill was very good. We spent about an hour in Edom.

One of the things that we noticed on the way to Tyler on Saturday was all the historical markers. We did not stop at any of the historical markers on Saturday. After talking to Chuck Carlson during the happy hour about one of the historical markers they stopped to check out, we decided it would be nice if we checked out some of the historical markers. As the ride proceeded on Sunday, we found ourselves riding with Chuck & Kris Carlson and Lee & Beckie Wilson. The historical marker that Chuck was telling me about was located east of Edom. We decided to stop at this one.

Chuck pointed out that it was at this location that he noticed the terrain change drastically. It appeared that it was at this point that we were leaving the "Piney Woods". From this point on, the hills were turning into rollers and some flat stretches of roads again. We got back to Purtil Creek State Park around 1:30 PM. We had a very nice two days of riding. The routes were great. Our time in Tyler was very nice. Ronnie & Nanette even had a picnic set up for us when we got back to the park. Many thanks to Ronnie & Nanette for a wonderful weekend of riding. I strongly recommend this two-day event. One other thing I have to mention here, I promised Linda that we would do the 50-mile routes both ways next year.

## Stay informed of ALL the DATES Rides & Events:

### • 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](http://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](mailto:warren@casteelsign.com)

### • Read the DATES Google-Groups discussion forum:

- <http://groups.google.com/group/doubledates>

### • See the DATES website:

- <http://www.doubledates.com>

## 'Lake to Lake' Fall Century Ride

### Ride review by Janette Thompson

On November 10, 2007, seven tandem teams and two singles met at Lake Bonham for a Saturday morning ride in the country. Charlie & Pat Jenkins hosted this ride which began just north of Bonham, Texas. In addition to the Jenkins, attendees were teams Bloomer, Carlson, Duval, Kemp, McManus/Cole, Minnerly, and Thompson. Brenda Cole's sister Beverly lives in the area and joined us on her single, and Jim Yuhn rode his single.

There were four route distances offered, but after some discussion everyone chose to ride the 57-mile route. As we all gathered, it became immediately apparent that a few folks must have been a bit sleepy when they dressed and packed the car that morning. Jimmy Duval wore a fashionable pair of khaki shorts that unfortunately weren't bike shorts.

In addition to "no shorts Jimmy" we also had "no jacket John." The weather was cool and overcast. As most people donned their bike jackets at the start of the ride, John McManus realized that he hadn't brought his jacket. Janette loaned Harry's spare to John. It would protect wonderfully if it started to rain (it never did) but it wasn't breathable (full disclosure was made to this effect). Nonetheless, John borrowed it and wore it until the first rest stop at which time he tore it off exclaiming that it wasn't breathable and he skillfully maneuvered the Thompsons into carrying the jacket in their rack pack for the remainder of the ride. (How did I agree to that?)

For the first 10 miles, the captains needed windshield wipers on their sunglasses due to the fog. After that, the weather was perfect and the terrain was rural and basically flat. There were quite a few dogs on the route, but none made any serious attempt to come after us.

In this age of ubiquitous cell phones, we were a bit confused that the cue sheet included mileage to "Telephone," but we figured that perhaps our hosts had provided this information in case someone needed assistance but had forgotten their cell phone. Silly us--we soon came upon a sign indicating the town we were entering was called "Telephone." In a meager effort to entertain ourselves, we rode several miles concocting funny scenarios that residents of Telephone must encounter when they are asked to recite their contact info.

Charlie and Pat had planned lunch for us at the mid-way point of the ride at a picturesque picnic area adjacent to Lake Crockett. When we were about 5 miles from lunch, I told Harry that in my perfect world, lunch would be peanut butter and jelly sandwiches. Little did I know that my craving would actually be fulfilled! The Jenkins had set out a fabulous buffet lunch where we could prepare our own deli sandwiches with all the fixins' or, in my case a PB&J sandwich. There were delicious Gala apples and at Franklin Kemps' urging I tried a new taste sensation, peanut butter on an apple slice. It was quite tasty.

We formed a pace line for the last 10 miles of the ride. Whew, I was pretty whipped at the end of the ride but thanks to all those carbos we had consumed at the Jenkins' delicious lunch feast, Harry and I rode our personal best for a ride over 50 miles. A good time was had by all and we definitely look forward to doing this ride again next year.

## DATES Rides and Activities

RIDE	DATE	START TIME	START PLACE	RIDE HOST	PHONE # / EMAIL	DISTANCE	DETAILS
Christmas Lights Ride	Sunday December 16 <sup>th</sup> 2007	5:00 PM	Snider Plaza	Chuck & Kris Carlson	c.carlson@sbcglobal.net 972-679-1200 cell 972-248-8481 home	TBD	See Newsletter for details
Southwest Tandem Rally 2008	Friday April 26 <sup>th</sup> through Sunday April 28 <sup>th</sup>	TBA	Tulsa, OK	Tulsa Bicycle Club	See Details	TBA	www.denlynmor.com/SouthWestTandemRally2008.htm
DATES Tandem Tour	September 6 <sup>th</sup> – 18 <sup>th</sup> 2008	TBA	Nova Scotia	John McManus & Brenda Cole	John.McManus@yahoo.com	TBD	See Newsletter for details

**DATES-LINE** is published monthly during the cycling season 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 **end** 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, preferably in MS WORD. Copy should be e-mailed to <mailto:datesline@gmail.com>, or mailed on a CD or 3.5 diskette to the editors: Charlie & Pat Jenkins at 1332 Crestview Drive, Denison TX 75020-7017.

Advertising Rates (per issue): \$10 - Business card size ads; \$35 - ¼ Page ads; \$50 - ½ Page ads

**DOUBLE DATES**, the Dallas Area Tandem Enthusiasts, is a recreational club for riders of tandem bicycles. Membership dues are \$25 payable annually in January. If a team joins mid-year, the dues are: Jan – June \$25; July – Oct \$12. Teams joining in November or December pay \$25 and are paid up for the following year.

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WEB SITE	Kevin & Linda Vinson		<a href="http://www.doubledates.com">http://www.doubledates.com</a>
HOT-LINE	Dallas Area	214.352.7446 (b)	
HOT-LINE	Out of Town	1.800.875.5662 (b)	
HOT-LINE	Night (Warren & Audre Casteel)	972.596.8206 (h)	warren@casteelsign.com
DATES1 E-mail Distribution	Warren & Audre Casteel	972.596.8206 (h)	warren@casteelsign.com



**Dallas Area Tandem Enthusiasts**  
% Charlie & Pat Jenkins  
1332 Crestview Drive  
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## 2008 DOUBLE DATES RENEWAL

It is time to renew your membership. Renew NOW and participate with DATES members in 2008.

1. Fill in the name and address information below. (PLEASE PRINT)
2. Read and sign the Liability Release. All riders over the age of 18 must sign.
3. Make out a check for \$25.00 payable to "DOUBLE DATES"
4. Send your renewal form to:

DATES Membership Coordinators  
7013 Fox Drive  
The Colony, Texas 75056-4458

Captain: \_\_\_\_\_ Stoker: \_\_\_\_\_

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Home Ph: \_\_\_\_\_ Work Ph (Stoker): \_\_\_\_\_ E-mail (Stoker): \_\_\_\_\_

Fax: \_\_\_\_\_ Work Ph (Captain): \_\_\_\_\_ E-mail (Captain): \_\_\_\_\_

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Check here if you are interested in becoming a "Bike Buddy" to a new member team.

### LIABILITY RELEASE

All riders must sign a waiver of claim below to become members of DOUBLE DATES. Parents or guardians must sign for riders under 18 years of age.

I acknowledge that by signing this document, I am releasing the DOUBLE DATES, its members, officers, and agents from liability. This release is a contract with legal consequences, and I have read it carefully before signing.

I acknowledge that cycling is an inherently dangerous sport and fully realize the dangers of participating in group rides. I fully assume the risks associated with such participation.

For myself, my heirs, executors, administrators, legal representatives, assignees, and successors in interest (collectively "Successors"), I hereby waive, release, discharge, hold harmless, promise not to sue, and indemnify the Dallas Area Tandem Enthusiasts, its members, ride leaders and officers (collectively the "Released Parties") from any and all rights and claims including claims arising from the released parties' own negligence, gross negligence or intentional conduct, which I have or which may hereafter accrue to me, and from any and all damages which may be sustained by me directly or indirectly in connection with, or arising out of, my participation in or association with an event sponsored by Dallas Area Tandem Enthusiasts.

I understand and agree that situations may arise during a ride, which may be beyond the immediate control of the leader(s), and I must continually ride so as to endanger neither others nor myself. I accept responsibility for the conditions and adequacy of my own bicycle equipment. I will wear a helmet that satisfies the requirements of the ANSI Snell regulations that can protect against serious head injury, and I assume all responsibility and liability for the selection of such a helmet. I have no physical or medical condition, which to my knowledge would endanger others or myself if I participate in Dallas Area Tandem Enthusiasts rides or would interfere with my ability to participate in such rides. I agree that should I or my successors assert my claim in contravention of this agreement, the asserting party shall be liable for the expenses (including legal fees) incurred by the other party or parties in defending.

I understand that a parent or responsible adult must accompany all riders under the age of 18 on any Dallas Area Tandem Enthusiasts ride. If I am a minor, my parent or guardian also is signing on my behalf and we both agree to be bound by the terms of this waiver and release.

#### SIGNATURES OF ALL RIDERS

\_\_\_\_\_, Captain Age \_\_\_\_\_ Date \_\_\_\_\_

\_\_\_\_\_, Stoker Age \_\_\_\_\_ Date \_\_\_\_\_

\_\_\_\_\_, Other rider Age \_\_\_\_\_ Date \_\_\_\_\_

\_\_\_\_\_, Other rider Age \_\_\_\_\_ Date \_\_\_\_\_