



**Team Jenkins - Charlie & Pat**

**Congratulations Charlie & Pat!!  
(See article on page 2 for their big news)**

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## Charlie and Pat Jenkins Qualify for the Race Across America

Kaye Jambor, a cyclist in Sherman, Texas sent us the following note. Thank you Kaye for letting us know!

"I have come to know Charlie Jenkins through the Nautilus Bike Shop he manages. He and his wife Pat are tandem cyclists who just celebrated 30 years of marriage, as well as riding the Tejas 500 and qualifying for RAAM. I've tried to get the local media/paper to do something on them; 500 miles in 35 hours is such a great accomplishment and RAAM is such a huge goal, and being married 30 years is no small thing, but haven't had a lot of luck. I'm just so impressed with them as a couple and as cyclists, I'd love to see them to get a little kudos. I've attached some information for your review, it would be great if you could put some or all of it in your next newsletter. I know they'd appreciate the support of other tandem riders."

\* \* \* \* \*

Charlie and Pat Jenkins of Denison, ages 50 and 49, recently celebrated their 30<sup>th</sup> wedding anniversary. They also were the first tandem bicycle team to ever attempt and complete the Tejas 500 Time Trials held every September in Cleburne Texas. The Tejas 500 is 25 laps around a 20 mile course with 22,000 total feet of grueling climbing.

The time trial began at 6:00 pm on the evening of Thursday, September 25. Charlie and Pat mounted their Co-Motion tandem and rode through the night, before stopping for the first time at 3:00 am Friday morning for a brief one hour nap. They rode again through the early morning hours, and throughout the entire day Friday before stopping once more Friday evening at 10:30 pm to take another brief one hour nap. Charlie and Pat mounted their tandem for the last time at 11:30 pm Friday evening and rode through the night, crossing the finish line at 5:46 am Saturday morning, for a finishing time of 35 hours and 46 minutes.

The Jenkins' 35:46 hour completion time in the Tejas 500 Time Trials qualifies them to ride in The Race Across America (RAAM), considered one of the toughest bicycle races in the world. The Tejas 500 Time Trial is one of only seven events nationwide that qualifies riders to participate in RAAM. The Race Across America is an annual 3,000 mile race across the United States beginning in Oceanside, California and finishing in Annapolis, Maryland. It's longer than Tour de France by 30%, and racers finish in half the time. But unlike the Tour de France, RAAM isn't a staged race, nor do participants have the advantage of drafting.

To even be considered a finisher of the Race Across America, participants must ride at least 250 miles a day for 12 consecutive days. Racers can enter as 2, 4, and 6 person teams, but the real race is the solo division, where riders race alone against the clock, the elements, and sheer exhaustion. Charlie and Pat plan on racing in the solo tandem division in 2010, using the upcoming year to train and raise the \$20,000 necessary for entry fees, supplies, and a

mandatory support crew vehicle which will ride along with them all the way across the United States.

As part of the preparation for the Race Across America, the Jenkins plan on riding from Santa Fe, New Mexico to Kansas City, Missouri, as well as making several cross state record attempts and at least one ride of 1,000 miles or longer. They also hope to work in a support crew for riders in 2009, to better familiarize themselves with the race and map out their own ride strategy for 2010.

Congratulations and good luck to Pat and Charlie! If you have any questions, comments or words of encouragement. you may send them to [sk8erbyker@gmail.com](mailto:sk8erbyker@gmail.com).

\* \* \* \* \*

What an accomplishment! All of us in DATES also send our congratulations, good wishes and Happy Anniversary greetings to Pat & Charlie!



### **Bruce and Carol Got In Some Culture on the Mesquite/Sunnyvale Ride in November**

## Tandem Tour of the Canadian Rockies Via the Icefields Parkway

September 6-13, 2008

By Reggie Bowers

Like us, I know you have probably enjoyed tandem tours in various areas that were really pretty, interesting, challenging, or just plain fun. But the Icefields Parkway was not at all like any of our previous tours. It was a tour of superlatives. The mountains were the most magnificent. The wildlife was the most incredible. The alpine lakes were the most gorgeous. And the route was some of the most challenging. We definitely have a new benchmark with which to gauge all future trips.

The Icefields Parkway is the highest major road in all of Canada. It runs through the heart of the Canadian Rockies for 232 km (144 miles) between Jasper and Lake Louise. For most of its length, massive, craggy, glacier capped mountains appear to jut up from the very edge of both road shoulders. But in reality, there is often a pristine, turquoise colored, glacier scooped lake between the road and the actual foot of the mountains. The Parkway follows the valleys of five rivers and crosses two passes in the process. It resides totally in the domains of two Canadian national parks and near the middle of its length, is the Columbia Icefield for which the Parkway was named. The Columbia Icefield is the largest accumulation of ice in North America and is home to several very impressive glaciers.

The tour was planned by Mike and Susan Mahoney of Houston to be a north to south traverse of the Icefields Parkway accommodating ten tandem teams.

Mike and Susan Mahoney (Houston)	Don and D'Ann Hunt (Tucson, AZ)
Reggie and Linda Bowers (Longview, TX)	Jeffery Kolb and Mary Jane Black (Houston)
Alan and Debbie Currie (Clear Lake, TX)	Roger and Marcia McBride (Georgetown, TX)
Jim and Ruth Fleshman (Houston)	Dean and Victoria Shock (Dripping Springs, TX)
Bob and Elaine Jensen (Calgary, Alberta)	Ken and Kim Weigel (Austin, TX)

Most of the teams flew into Calgary and shuttled to the start in Jasper. One team lives in Calgary and helped with the logistics. And one team thought it would be a great idea to drive up from Texas. So we ended up with a pickup, a van, and a rented trailer as SAG / baggage vehicles. Lodging along the Parkway is rather sparse, as are other amenities. But Susan was able to acquire enough nights to break the 180 mile tour into four cycling days.

Saturday, September 6<sup>th</sup> was arrival day in Jasper, but most of the teams didn't arrive until well after dark. Susan had scheduled us three nights in Jasper to give everyone time to get

acclimated, reacquainted, and enjoy the beautiful area surrounding Jasper. On Sunday, after the travel bikes were assembled, the group decided to have a ten mile "shake-down" ride up to Pyramid Lake for lunch and back. When I say "up to Pyramid Lake", I mean that literally. I'm much more used to lakes being in valleys, but alpine lakes are a horse of a different color (and I mean that literally too, at least the "color" part).

Alpine lakes were formed at the end of the last ice age when some big glacier gouged out a trough between two mountains and left a huge pile of debris where it stopped (called a terminal moraine). The terminal moraine acts as a dam and retains glacial runoff as the glacier melts between winters. Well, the runoff from a glacier is not as clean and clear as a certain bottled water company would have you believe. It is loaded with microscopic rock particles whet from the mountain as the glacier grinds downhill. These tiny particles, called glacial flour, will remain suspended in alpine lakes and reflect the short wavelengths of sunlight (blue) causing the lake to exude the most surreal turquoise color. I know you are wondering, so I'll just go ahead and tell you that this is also the reason that the sky is blue. (No, not airborne glacier melt, but wind borne dust). Sorry for the physics lesson. I'll try to get back on topic.

Anyway, Pyramid Lake was beautiful and made a great place to stop for gourmet sandwiches built from supplies that some of the stokers had shopped for that morning. The relaxing lunch took on a bit more apprehensive air when someone noticed that the birch tree behind the picnic table was covered with these odd looking gouges. A comment was made that the marks were most likely made by black bear cubs since fully grown bears aren't nearly as enamored with tree climbing unless there was food or a cyclist in the tree. Lunch was over shortly thereafter as everyone seemed anxious to get on back down the mountain. The ride back down was much more thrilling than the ride up, and we even burned the dust out of our drag brake in preparation for the more serious downhills scheduled later in the week.



**Spirit Island at Lake Maligne**

The weather on Monday was a lot like it had been on Sunday ... fantastically cool (50-70 deg F), mostly sunny with the possibility of some light, refreshing sprinkles. Most of the group decided to use our last day in Jasper on a much more ambitious cycling trip up to another alpine lake, Lake Maligne, about 30 miles southeast of Jasper. Again, don't take my terminology "up to another alpine lake" too lightly. This turned out to be a pretty serious 30-mile climbing adventure. But most of the teams made it and were

rewarded with a great café lunch overlooking one of the most beautiful turquoise lakes I have ever seen.

Monday night was spent exploring Jasper's remarkable downtown one last time. It reminds me somewhat of a Colorado ski village, full of shoppes and restaurants. And everywhere you looked, were colorful planters and hanging baskets full of flowers that thrive in the cool mountain environment. We split into groups according to various interests, each trying to find a restaurant that could surpass the outstanding one they had tried the night before. After dinner, our group went on an elk hunt. Every evening while we were in town, a herd of elk would come down out of the surrounding mountains and spend the night in and around town, grazing on manicured public areas and unfenced lawns. Just before dark, we spotted the bull with his harem of cows on the side of the road just outside of town. As we were stopped to admire them, the bull threw back his head and bugled a greeting, or a warning. In either case, I was glad we had taken the van.

Tuesday was to be our first actual cycling day on the Icefields Parkway. Susan had reserved lodging for us at Sunwapta Falls Resort about 35 miles south of Jasper. But about 4 a.m. Tuesday morning, I awoke to the sound of water dripping off the edge of the cabin. It seems that our "possibility of light, refreshing sprinkles" had morphed into "a gray day of cold, dreary drizzle". I was so glad that I hadn't organized this trip and would have to listen to me complain about the crappy weather. When the group met in the lobby for breakfast, my sentiments appeared to be contagious. It seemed to be the group consensus that this day could best be appreciated from the warmth and dryness of a SAG vehicle. But true to form, the Mahoneys were way ahead of us. They had already formulated a SAG plan before daylight and put the finishing touches on it way before most of the group even knew we needed one.

We were loading tandems into the van and trailer and discussing our plan when a blue patch of sky appeared and the sun beamed through. It was a gorgeous sight. Enthusiasm and optimism ran amuck. And before we could convince them otherwise, three teams had decided to take advantage of the drying streets and cycle to Sunwapta Falls. While watching them prepare to leave, I learned a new meteorological term from our Air Force veteran team, Don and D'Ann Hunt. Specializing in meteorology, D'Ann had seen this phenomenon many times. The weather would promise improvement. Sorties would scramble. The weather would deteriorate again. And you end up trying to land planes on a pitching carrier in the driving rain. The technical term for this weather situation is "Sucker Hole". But it's hard to temper enthusiasm when you are passing around the sunscreen. Besides, they just might make it! And a reduction of three bikes and six people sure simplified our SAG plan.

While Mike and I used the van and trailer to carry our first load of five bikes to Sunwapta Falls, the rest of the group finished packing and made lunch. The day's route was to be a fairly steady incline of about 1000' over the 35 miles between Jasper and Sunwapta Falls. As we drove higher and farther south the weather began to get worse. We unloaded the tandems in Sunwapta Falls in the drizzle and headed back for our last load of people, baggage, and bikes. The weather cleared again on the way back and when we met our

three intrepid teams about 10 miles out of Jasper, they seemed more resolute than ever. Back in Jasper, we loaded the remaining tandems and five people into the truck, put all of the baggage in the trailer, and loaded the remaining nine people in the van, and then headed back to Sunwapta Falls.

A feeling of concern spread over us when we encountered the drizzle before we encountered our riders. But even worse was the fact that we could do very little for them. The vehicles were full. There was no room for people or bikes. We caught up with Jeffery and Mary Jane first. I pulled ahead of them and off on the shoulder and let them come up to the window of the van. They looked like hell but were doing ok except for a severe case of hunger. They had burned a lot of energy trying to stay warm in the cold rain. The guys in the back of the van opened the coolers and made turkey and cheese rollups for them. As fast as I passed them out the window, they scarfed them down. Their determination was inspirational and soon they were ready to continue. We caught up with Jim and Ruth next and pulled over ahead of them as I rolled down my window. Jim rolled up alongside the van, leaned on the door with rainwater dripping off the brim of his helmet cover, and says "Do you folks need some help?". They were obviously ok. Bob and Elaine were the last team that we caught and when they pulled up alongside the van window, they didn't need anything either and were good to continue. It was good to get everyone together that evening after such a trying day. Before dinner that evening, most folks hiked the half mile to the actual falls at Sunwapta Falls. It was an impressive falls with a huge downstream gorge that was well worth the hike.

The dawn on Wednesday morning was stunning. Overnight the gray drizzles had been replaced by clear blue skies and crisp, cool, still air that smelled so clean that each lungful felt like heaven. Wednesday was a 60-mile day from Sunwapta Falls, climbing 2000' up to the Columbia Icefield at Sunwapta Pass, and then down 1900' to our lodging at the Saskatchewan Crossing. While the rest of our party anxiously attacked the 32 mile climb up to the Columbia Icefield Centre at Sunwapta Pass, Linda and I drove the SAG vehicles to the Centre. (No, that's not a typo. Not only are our good neighbors to the north mired in the metric system, but they spell funny too!). While waiting for the group, we explored the Icefield Centre which is an imposing national park building full of displays, exhibits, cafeteria, gift shop, and all the typical stuff. One of the exhibits was particularly



**The Planning Committee**

informative. It seems that glaciers can be much more nimble than I had thought. And all parts of the glacier do not slide down the mountain at the same speed. The surface of some glaciers may travel as fast as 400+ feet per year, while the interior may only move at a third of that rate. As rigid and stable as glaciers appear, they are rather plastic beasts riddled with cracks and crevasses, some seen, some not. The Columbia Icefield is also special because it is one of only two locations on earth that shed water into three different oceans. Glacial runoff from the Icefield eventually flows into the Pacific, Atlantic, and the Arctic Oceans. The view of the Icefield from the Centre is inspiring. At least three of the glaciers are visible. One of the glaciers, the Athabasca, is easily accessible and you can hike to the toe of the glacier or take a snowcoach tour or even a guided hike out onto the glacier. Markers on the roadway and trail demark the location of the toe of the glacier since 1908. It is amazing how much the glacier has receded over the last century and still more amazing to realize the volume of ice that once filled the valley between the lateral moraines. Anyone who is still skeptical of global warming should visit this place.

When teams started arriving at the Icefield Centre, Linda and I relinquished our SAG duty, unloaded our tandem and prepared to continue on to the Saskatchewan Crossing and the night's lodging. The descent from Sunwapta Pass was exhilarating. The road was good and the visibility superb, so we pedaled as hard as we could and then just let gravity do what it does best. Linda tucked in tight to improve our aerodynamics as I gingerly maneuvered the tandem through the long sweeping downhill curves. In spite of my glasses, the howling wind brought tears to my eyes, but I dared not blink. Miles later when the road began to level out, the bike slowed and I relinquished the lane that I had claimed since the top. The RV that had followed us all the way down the pass pulled alongside and paused. Linda and I glanced over and were surprised to see a woman in the passenger's seat clapping vigorously in celebration of our accomplishment. I'm not sure whether she was most impressed by our speed, our courage, or the fact that we managed to stay out of the bottom of the canyon. In any event, her ovation was greatly appreciated and we waved farewell as they sped away. I have heard of faster descents, but this set a personal record for us at 51.4 mph.

That evening Susan had arranged for a group buffet at the only choice for dinner in Saskatchewan Crossing. The food was outstanding with entrees of salmon, roast beef, and chicken accompanied by an assortment of delectable vegetables and salads. Though exhausted from a long day of cycling, everyone excitedly discussed their various adventures over dinner. Eventually good sense prevailed and the group dispersed to rest up for the hard climb up the Parkway's second pass in the morning.

Thursday was a 50 mile day starting with a 2040' climb from Saskatchewan Crossing to Bow Pass, and then down 1750' to Lake Louise Village. There was no reasonable location for lunch along this stretch of the Parkway so Roger and Marcia volunteered to help Linda and I shuttle SAG vehicles and set up a picnic lunch for the group at Bow Lake, just downhill from the pass. After putting the other eight tandems on the road, we finished loading the baggage and then headed south on the Parkway to Lake Louise. We found our night's lodging four miles outside (and uphill) of Lake Louise. Then after loading the picnic groceries

and Linda's and my tandem into the back of the pickup, we left the van and trailer at the lodge, and headed back 30 miles toward the Bow Lake picnic area.



**Bow Lake**

The Bow Lake picnic area is a gorgeous spot on the very edge of beautiful Bow Lake. The water is literally ice cold, being fed from Bow Glacier, and has the same incredible turquoise hue flaunted by the other alpine lakes at which we had marveled. On the far side of Bow Lake a mountain seemed to leap straight up at the water's edge and made a stunning reflection when the breeze died down. The four of us busily set up lunch supplies on the tables while keeping a wary eye out for thieving ravens which flourished everywhere along the

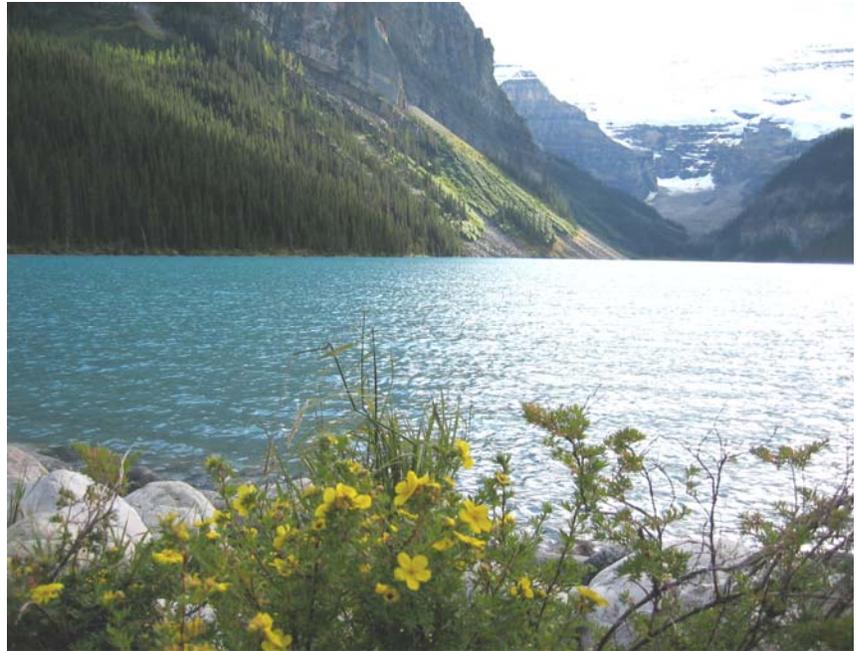
Parkway. Being from Texas, I am familiar with crows. But ravens were new to me, and they seemed very much like crows on steroids. They exhibit almost no fear, being almost the size of a small turkey. And they seem to regard humans as either their own personal grocery delivery service or perhaps even a meal not quite dead yet. Edgar Allan Poe was right ... those birds are creepy.

After helping set up lunch, Linda and I unloaded our tandem from the truck and were preparing to depart for Lake Louise when the first tandem team arrived for lunch. Jeffrey and Mary Jane had made great time up the other side of Bow Pass, but were surprised to learn that they were leading the group. Dean and Victoria arrived next and revealed that a number of teams had stopped just prior to the summit to visit picturesque Peyto Lake. Without further delay, Linda and I departed on the predominately downhill 30 miles to Lake Louise. It was an awesome ride amid magnificent scenery and the weather was every bit as stupendous as the day before. Before we knew it, we were exiting the Banff National Park gate and navigating the final few miles to downtown Lake Louise.

On the way into town we stopped to explore a small sidewalk mall which appeared to serve as the middle of the village. Linda perused a couple of touristy gift shoppes while I remained outside and visited with shoppers about our bike trip, fielded questions about the tandem, and petted dogs. The ice cream store caught my attention, and when Linda returned, I sent her inside for some mint chocolate chip. We have a symbiotic relationship when it comes to ice cream. I love the ice cream and she is passionate about the waffle cone. We were just

relishing the remnants when Roger and Marcia appeared in the SAG truck, followed shortly by other tandem teams. After a short visit, Linda and I decided to crank up the remaining four steep miles to the lodge, check in, and get cleaned up. Those were a tough four miles, far steeper than anything prior on the trip, and I think even steeper than they had been that morning when we had dropped off the van and trailer!

After cleaning up, several teams wanted visit the actual Lake Louise for which the town was named and the adjacent Fairmont Chateau hotel. So we loaded up the SAG vehicles and drove a few more miles uphill to the famous resort. I had seen postcards of Lake Louise but was not prepared for the ethereal feeling I got when viewing the lake just before dusk. There were stately mountains on either side and a massive glacier filled the "V" at the far end of the lake obscuring the setting sun. Other visitors must have shared the feeling, because even as crowded as it was with tourists, it was strangely quiet. How rewarding it must have been to have hiked up many years ago to visit this pristine lake before the resort, the boathouse, the paved pathways, and other "improvements" were erected.



**Lake Louise**

In the evening, we used the vehicles to carry folks back into town for dinner at The Station, a really nice restaurant that took up residency in the town's abandoned, historic railway station. Since a couple of the teams had early travel plans the following day, the group decided to use this opportunity to present the Mahoneys with a token of our appreciation (a.k.a. bribe to do another trip). Jeffrey and Mary Jane had acquired an electronic picture frame and a USB drive large enough to hold all the photos that the group had taken during the week, over 2700 photos in total. And to top off the evening, Susan served the last of two rum cakes that Linda had made from Mike's mother's recipe and brought from home. It was a most memorable evening.

Friday, our final cycling day, was a relatively easy, predominantly downhill 35 mile ride from Lake Louise to Banff. Mike and Susan assumed SAG detail with the intention of driving one vehicle with their tandem to Banff and then cycling back to Lake Louise to pick up the other one. But the great weather of the last two days had disappeared during the night and a light, misty sprinkle was falling when we left the lodge. It wasn't long before everyone was digging out rain gear and settling in for a nasty, wet ride. Instead of riding the main

highway between Lake Louise and Banff, Mike and Susan had routed us on a much smaller and very scenic road known as the Bow Valley Parkway. It was an outstanding route and so scenic that even the rain diminished into a minor annoyance. About half way to Banff, the rain stopped, the roads dried, and the sun would even shine intermittently. Life was grand again!

But the rain interfered with the Mahoney's SAG plans and before they got to Banff, they decided to return and pick up the other vehicle in case some of the teams needed help. But there were no major problems and only a couple of minor ones. Jeffrey had his third flat of the trip, and Roger and Marcia had a near catastrophe on a banked cattle guard which was quite scary. In Canada, they are called "Texas gates". And they really aren't cattle guards in the true sense, because they are used to keep elk off the highways. And since elk have such large feet (or small brains), the guards are huge, about 15' across, and made with 4" pipe that can eat a 20" travel tandem tire. And this particular guard was on a curved access ramp which was severely banked. As Roger's small tires bounced across the 4" pipes, the bike migrated all the way across the road to the downhill side of the guard until a concrete barricade kept them from going over the edge. It is amazing that Roger managed to keep the tandem upright. A warning from Roger and Mike prevented the rest of us from suffering a similar fate.

As if on cue, the rain began to fall again just as the last teams pulled into the Banff hotel parking lot. Since only a couple of rooms were ready, we finished up the remaining picnic lunch groceries in the halls and public areas while Linda was busy trying to collect the remaining photos for the electronic picture frame USB drive. After lunch, most of the captains took their tandems to the basement parking garage and began the always enjoyable job of disassembling and packing them back into the bike cases. Most of the stokers, meanwhile, huddled around Mike's laptop trying to get the latest information on Hurricane Ike which was scheduled to make landfall that evening at Houston. In fact, several of the

teams got to stay in Banff an extra day or two because the Houston airport was closed.



**Peyto Lake**

Late that evening I lay in bed reflecting on the week's adventures and realized that I wasn't ready to be here in the lovely city of Banff. I wanted to be back in Jasper listening to the elk bugle in the evening, or watching for bears at Pyramid Lake, or shooing big horn sheep off the road to Lake Maligne. I wanted to do it all again. There are very few epic adventures in one's life, and I think I'd just had one. Thanks Mike and Susan for such an outstanding trip!

**Annual Christmas Lights Ride**  
**Sunday, December 13**  
**5:00 p.m.**

**Leaders: Chuck & Kris Carlson**

Meet at Snider Plaza near Milton Ave. at 5:00 pm, December 14. Ride at sunset, which is about 5:20 pm. 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 optional, but fun. 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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**9040 Garland Rd.**

**Frisco      972-335-7600**  
**8820 John Hickman Parkway**

The advertisement features a silhouette of two people riding a tandem bicycle against a sunset background. The text is arranged in a clean, professional layout with bold fonts for emphasis.

## *Southwest Tandem Rally*

### *Kerrville, Texas*

### April 24-26, 2009

The Texas Capital Area Tandem Society (TxCATS) is pleased to announce that the 2009 Southwest Tandem Rally will be held April 24-26, 2009 in Kerrville, Texas. The headquarters for the rally will be the Inn of the Hills Resort and Conference Center. Kerrville has a population of about 23,000 and sits on the banks of the Guadalupe River. Kerrville provides some of the best riding for all skill levels in the Texas Hill Country. The most notable off-bike attraction is the James Avery Craftsman Jewelry Headquarters that is less than four miles from the Inn of the Hills.

The registration web link is now available at <http://www.txcats.org/swtr2009/>. The registration fee is \$235 per tandem team.

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The Inn of the Hills is ready NOW to take your room reservations. Please call (800) 292-5690 and ask for the Southwest Tandem Rally group rate. We have blocked 100 rooms. The room rate will be \$99 for single & double occupancy, \$109 for triple occupancy and \$119 for quad occupancy plus appropriate taxes.

Here is the website for the Inn:  
<http://www.innofthehills.com>

If you have any questions please email [swtr2009@txcats.org](mailto:swtr2009@txcats.org) or call (512) 217-1280.

Dale & Linda Krueger

DATES Rides and Activities							
RIDE	DATE	START TIME	START PLACE	RIDE HOST	PHONE # / EMAIL	DISTANCE	DETAILS
Christmas Lights Ride	December 17	5:00 PM	Snider Plaza near Milton Ave.	Chuck and Kris Carlson	972-679-1200 cel. 972-248-8481 hm, c.carlson@sbcglobal.net	TBD	See Newsletter for Details Dinner After
Southwest Tandem Rally	April 24 - 26, 2009	-	Kerrville, Texas	Dale & Linda Krueger	(512) 217-1280 swtr2009@txcats.org	-	See Newsletter for Details

**Special Notice:**  
 Beginning in January 2009  
 We will not be mailing hard copies of the DATES-LINE -  
DATES-LINE WILL BE DISTRIBUTED ONLY BY EMAIL  
AND WILL ALSO BE AVAILABLE ON OUR WEBSITE

**Notice:**  
 January 2009 DATES-LINE:  
 Notices & Articles due by: December 26, 2008  
 We NEED your notices, ride reports,  
 articles & PICTURES for the newsletter

**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: Alan & Renee Kailer at 1445 Ross Avenue - Suite 3700, Dallas, TX 75202-2785.

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; August – Oct \$12. Teams joining in December or December pay \$25 and are paid up for the following year.



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SECRETARY	Harry & Janette Thompson	817.358.0820 (h)	hjthompson@tx.rr.com
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

**DOUBLE DATES**  
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