

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

November 2012

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**USGP of Cyclocross
Nov. 10 & 11
Volunteers Needed!**

The Louisville Cyclist is a monthly newsletter of the Louisville Bicycle Club.

*Please submit articles and photos to:
David Ryan ("PaCkMaN")
1906 Lower Hunters Trace
Louisville, KY 40216,
editor@louisvillebicycleclub.org,
502-447-7814.*

**Deadline for the
Dec 2012 issue is Nov 15**

Please let us know what you think this newsletter needs. After all, it's your newsletter!



Lots to do...

by Andy Murphy, LBC President

Now that the OKHT is over, I figured it would be time to relax--that's a negative. Cyclocross season is upon us and that means there will be events around town the next few months that will need volunteers. The weekend of November 10th & 11th, the **USGP of Cyclocross** will be held at Eva Bandman Park. This event requires a small army of volunteers. Keep an eye on the ListServ, the LBC website; <http://www.louisvillebicycleclub.org/> or facebook page; <http://www.facebook.com/LouisvilleBicycleClub> for announcements as volunteers are needed.

January 1st as always, brings **The Polar Bear Ride**. It looks like we'll follow the same format as last year, with the ride and chili cook-off being held at Highland Post 201 of The American Legion, 2919 Bardstown Road, 40205. Start getting your chili recipes together! We'll have all the final details in the December Newsletter.

January 19th, the **Louisville Bicycle Club Banquet** will be held at Big Spring Country Club, 5901 Dutchman's Lane, 40205. In addition to the usual awards, random drawings will be held for two \$250 bicycle shop gift certificates, two \$100 bicycle shop gift certificates and lots of other cool stuff! **Only those who register on-line will be eligible for the door prizes!** We're trying to handle all of our event registrations online. Click on the Events button the menu bar on the LBC homepage. The price for the banquet is the same as in years past, \$10. **At-the-door banquet registration will be \$15 this year.** Online registration will stay open until Wednesday, January 16th, 2013, so you'll have plenty of time to get registered in advance and save the \$5! **Registration is limited to the first 200, so get registered early!**

January 29th – February 1st, 2013, the **2013 UCI Masters Cyclocross World Championships** will be contested at Champions Park here in Louisville. Champions Park is the location of the old River Road Country Club. Then, February 2nd – 3rd, the **2013 UCI Elite Cyclocross World Championships** will be contested at Eva Bandman Park on River Road. Two separate courses will be set up to host these events and an enormous amount of volunteer help will be needed. If you have the time and can help out, keep an eye on the LBC communication devices. In advance--**THANK YOU!**

We will begin posting the minutes from all General Membership and Executive Committee Meetings on the webpage. We understand that the club doesn't belong to the officers, but is entrusted to the officers to run for the benefit of the membership. The Executive Committee wants the membership to know that we respect and will do all that we can to validate your trust in us.

Life is good
Murphy

P.S. SAVE THE DATES – SEPTEMBER 7th & 8th, 2013 – OKHT 36!



EMAIL NEWSLETTER DELIVERY

Don't Miss an Issue!

Keep your membership and email information up-to-date by editing your member profile at:

<http://www.louisvillebicycleclub.org/>

Thanks for your cooperation!

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**YOUR CLUB OFFICERS 2012
(Executive Committee)****Andrew Murphy**

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The Louisville Bicycle Club is affiliated with the **League of American Bicyclists (LAB)** and the **United States Cycling Federation (USCF)**.

NEW MEMBERS

Elliott, Kurk	6622 Rockview Way	Louisville, KY	40299 (502) 439-2834
Jacobs, Charlie & Wujick, Fawn & ("Pedal de Ville")	P.O. Box 21775	Louisville, KY	40221 (502) 693-1449
Hamilton, Jenny		Bardstown, KY	(502) 275-9185
Kalkbrenner, Mark	8702 Villanova Ct	Louisville, KY	40220
Mathis, Trey	10624 Gleneagle Pl	Louisville, KY	40223
Pendleton, Mike	1820 Gresham Dr	Louisville, KY	40205 (502) 628-0631
Thuczek, Kate	7262 Blackcreek Rd	Elizabeth, IN	47117 (502) 645-1110
Younger, Greg & Jenny	P.O. Box 743	Lebanon Junction, KY	40150 (502) 921-9558

NOTICES**MetroCall – 311
or 574-5000**

It's been brought to our attention that not all cell phones recognize 311 as a legitimate phone number. If you have a problem on a bike path, bike lane or in a park you can report the problem to MetroCall at 311 or 574-5000. When you report a problem, you'll be given a tracking number so you can follow-up to make sure the problem has been addressed.

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Wayside to Wayside

by Andy Murphy, LBC President

On Saturday October 13th, a group of club volunteers continued our clean-up efforts at Wayside Park, the location of the historical “Ruff’s Memorial Wheelmen’s Bench”. I would like to thank everyone who has helped us at Wayside these past few years! THANK YOU!

When we were done at Wayside Park, we rode to the Wayside Wheels Bicycle Shop, which is located at the Wayside Christian Mission, at 432 E. Jefferson. At the shop, they take donated bikes and refurbish them. These refurbished bikes are offered for sale to the residents of the Mission or they can be acquired through a work therapy program. Here’s where we can make a difference. The Wayside Wheels Bicycle Shop is in need of

bicycles, bicycle parts, helmets—almost anything bike related you have laying around and don’t need any more. It doesn’t even have to be anything that actually works. If you’ve got some old brake parts, they might be able to get some parts from them to make something else work. If you have anything you can donate or if you’d like to donate some time, you can contact Program Director Peter Burkhart at The Wayside Wheels: Bicycle Program, through their facebook page here; <http://www.facebook.com/bike.wayside?fref=ts> Any donations or help is most appreciated!

Life is good
Murphy



Wayside Wheels Director Peter Burkhart discuss the Bicycle Program with Mike Blair, Doug “E Fresh” Brent and John Cummings. (photo courtesy Andy Murphy)



The Wayside Wheels Bicycle Program is already outgrowing its small shop. (photo courtesy Andy Murphy)



Laura Trachtenberg, Mike Blair and Bill Fible work on one of the flower beds at Wayside Park. (photo courtesy Andy Murphy)



Tommy Sutton, Janice Theriot, Mike Blair, Michael Radmacher, Scott Howes, Mark Whelchel, Murphy, Laura Trachtenberg, Bill Fible, John Cummings and Doug “E Fresh” Brent put the finishing touches on another year at Wayside Park. (photo courtesy Andy Murphy)



CycLOUvia

by Andy Murphy, LBC President



On Sunday, October 14th, the first CycLOUvia was held in Louisville, on Bardstown Road, between Dundee Road and Grinstead Drive. From 2 PM – 6 PM, Bardstown Road was closed to motor vehicle traffic and opened to bicyclists, pedestrians, skateboarders, scooters, unicycles--anything but a motor vehicle.

The day started with winds gusting at 40 mph and a forecast of rain. When I got there at about 2:30, I was pleasantly surprised to find thousands of people up and down Bardstown Road! There were bands playing, businesses offering their wares and a general feeling of fun! The first two people I saw that I knew, were Carson and Alison Torpey at the Bardstown Road Bicycle Company. They had their high-wheelers on display and they are always a crowd pleaser. A guy told me one time that a high-

wheeler should be called a “smile machine”, ‘cause every time you see one, you can’t help but smile!

As the day wound down, there was a Memorial Service for Jen Futrell, a young lady fatally struck while riding her bicycle on Bardstown Road in 2008. It was a sad service, but a number of Jen’s family and friends shared fun memories. A bicycle rack is being installed at the accident location in her memory.

Nearby, a 16-bike rack was recently installed in front of the micro-brewery, The Holy Grail, which by the way is a very cool spot. We continue to make progress toward Louisville becoming a truly bike friendly community. I’ve said it before and I’ll say it again--life is good!

Murphy
Life is good



An impromptu skateboard “jam session” in front of the Home Skate Shop at the CycLOUvia. *(photo courtesy Andy Murphy)*



Carson and Alison Torpey with their “Smile Machines” at the CycLOUvia. *(photo courtesy Andy Murphy)*



The crowd at the CycLOUvia was amazing. *(photo courtesy Andy Murphy)*



The Jen Futrell Memorial on Bardstown Road. The sculpture is a love bomb, which Jen designed, to remind everyone to spread the love. *(photo courtesy Andy Murphy)*

Bike To Beat Cancer

by Andy Murphy, LBC President



On September 22nd, the Bike To Beat Cancer ride was held and the Louisville Bicycle Club had a large contingent of riders on hand. Best I could tell, we had 20 or so of the more than 500 riders participating. Over \$335,000 was raised to help fund research in the fight to conquer cancer and all of the money stays here locally!

One of the coolest moments was when the Ribbon Bikes were rolled out. Each bike was adorned with ribbons that had been

signed and tied to the bike by people in a fight for their lives--the fight against cancer. Ms. L and I drove SAG Support for the ride and at the end of the day, there was one lady on the 100-mile course who refused to let us bring her in, even though sunlight was quickly fading. When she got to the finish line, a group of 6-8 friends or family was waiting for her. As they stood there sharing hugs and tears, I realized she had probably been riding in someone's memory, which made it a very cool scene to view from across the parking lot.

Life is good
Murphy



The Texas Roadhouse Team queues-up at the head of the field.



The crowd of over 500 prepares to head out and Bike To Beat Cancer.



LBC member Steve Montgomery gets riders lined up for the ride.

(photos courtesy Andy Murphy)



Brad Swope helps roll out the Ribbon Bikes.

LBC Commuters Group

by Andy Murphy, LBC President



As of October 15, 2012, 68 members of the Louisville Bicycle Club Commuters Group have registered 32,677.85 miles. We would like to thank everyone who takes the time to commute, then logs their mileage.

Life is good.

Louisville Bicycle Club group, then click on JOIN. Remember, WE'RE ONLY TRACKING COMMUTER MILEAGE.

If you'd like to join, go to My Cycling Log here; <http://www.mycyclinglog.com/> Register -IT'S FREE-and click on the

If you decide to join the group, you should only log rides that are legitimate commutes--trips that you could've taken by automobile but chose to ride your bicycle. Please don't log training rides or mileage accrued on LBC rides. Riding to and from club rides would count as a commute, but not the mileage on the ride itself.

There will be no LBC Awards associated with the Commuter Program. There will be no "Winner" for most Commuting Mileage. We appreciate folks commuting and taking the time log their rides.

Look what I found!

by Andy Murphy, LBC President



At the Lunch Stop at the Bike To Beat Cancer Ride, there was one of the coolest private collections of cars I've ever seen. Out in the middle of the country, was a garage that held a Formula Ford, three Ferrari's and a Lamborghini.

The Formula Ford is 3 or 4 steps below a Formula 1 car, but



This Formula Ford isn't raced competitively anymore, but is still driven at exhibitions. *(photo courtesy Andy Murphy)*

still a very fast race car. One of the biggest differences between Formula Ford and other racing cars is the fact that the Ford doesn't have any wings to create aerodynamic downforce. The Ferrari's and Lamborghini were... well they are Ferrari's and a Lamborghini and pretty cool!

Life is good
Murphy



Three Ferrari's and a Lamborghini.
(photo courtesy Andy Murphy)

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2012 Touring Season Wrapup

by Charlie Drexler, LBC VP Touring

October 31, 2012, brings another LBC Touring Season and Touring Year to a close. This is the time of year when your Executive Committee begins to prepare for the Annual Meeting. This is also the time of year when the club's Statistician begins the process of pulling together all of the statistics from this year to help determine the recipients of the various Touring Program awards. Examples are the Overall Champion (Yellow Jersey, female and male), the Masters Champion (Blue Jersey, female and male), Individual Lifetime Achievement Awards Jerseys, 100 Ride Awards and the Ride Captain Jersey recipients. Many thanks goes to Ron DePrez for his many hours of work in maintaining the club's statistics. Without his efforts we would not be able to make these awards.

As a note to Ride Captains, PLEASE review the list of ride sign in sheets that have not been received by Ron DePrez. See the following web link: <http://www.louisvillebicycleclub.org/Resources/Documents/lbcstats/annual/missingrides.html>. Your help in getting these rides properly accounted for by either letting Ron know that the ride was cancelled or by getting the ride sign in sheets turned in ASAP will be greatly appreciated.

Touring Year and Season Definitions:

Individual lifetime mileage credit and ride captain credit will be accrued based on a touring year that runs from November 1st to

October 31st of the following year. Mileage credit for award competitions: Overall Champion (Yellow) Jerseys and Masters Champion (Blue) Jerseys will be based on a touring season that runs from March 1st through October 31st.

If you have been enjoying the rides that the club has offered this year and would like to help by being a ride captain, email me at touring@louisvillebicycleclub.org. I will make sure that you get the information that you will need. Early in 2013, we will have another ride captain training session, and I will make sure that you know when the training will be held. By ride captaining 10 rides during a touring year, you can earn a really cool Ride Captain Jersey. The following information is from the touring guidelines:

Ride Captain Jersey

A red jersey is awarded to any ride captain that has captained at least ten (10) rides for the touring year (according to the Club statistician). Ride Captains who lead more than ten (10) rides are recognized ever year, but are only eligible for a new ride captain jersey after a five-year period.

I hope that you have enjoyed the 2012 Touring Program.

Charlie

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A Club Ride

by Carson Torpey

The most important feature of a bicycle club is the club ride but when searching through the early material one can find a lot of racing information and a lot of facts about the clubs but not much about the weekly club run. I did however come across one the other day and I'll share it with you. Keep in mind that the year was 1881 and bicycles had only been in Louisville for two years, the bikes were the old penny-farthing type, and the roads were not paved with asphalt as today but were either dirt or packed gravel. There were 24 members in the Louisville Bicycle Club, 20 in the Falls City Club, and 8-10 unattached in the city of Louisville.

Four riders from the Fall City Club set off for a 33 mile moon light ride to Shelbyville on Saturday evening at five o'clock pm. They were Henry Schimpler, captain of the club (he rode in the first recorded century ride in the USA), Ed Owen, Fred Dunnekake, the club president, and Charles H. Jenkins. (Mr. Jenkins, by the way, was about 18 years old and would go on to break a world's records and become a two-time champion of the USA on the track.) The group rode to Middletown, 13 miles out, when Mr. Dunnekake said he could ride no farther and would take the train back home.

The others rode on when they came upon a horse accident 3 miles later. The accident, by the way was not caused by the

bicycles, but by two drunks fighting on a wagon when one of the men fell from the wagon and his head became wedged between the wheel and the shaft. It took the three wheelmen and several others some time to free the man.

By now it was dark and the riders had only one lamp, which was on Mr. Owens bike, so the three rode in a pace line with him in the middle. Not long after, clouds rolled in and it began to rain as they reached Long Run. They rode on for two miles when the lamp broke when Mr. Owen took a "header" and they were forced to walk the rest of the way to Simpsonville because of the muddy roads. At 10:30 they ate supper and went to bed.

Upon awaking Sunday morning, it was decided to forego the ride to Shelbyville and to just hang out at Simpsonville during the morning and then to ride back home from there. To the surprise of the three, along comes Mr. Dunnekake and with him is Howard Thompson of the Louisville Bicycle Club. Mr. Dunnekake takes the train back home and the others leave Simpsonville at 3:30 pm. and arrive safely back in Louisville having enjoyed their splendid ride of 46 miles.

What an adventure they had. I'll bet that most of us have had something similar happen to us over the years. These are the type of rides one never forgets.

SENIOR GAMES...They're for Everybody

by Nita Bernat

I entered the senior games for the first time this year. 50 and over constitutes you as a senior. I had heard from Barb Tretter and Marilyn Minnick how much fun they've had, how the folks who participated were great, and that these games were qualifying games for the National Senior Games in Cleveland, Ohio next year. I said, "Count me in."

I figured I would go as much as a spectator as I would a participant. The games were in Murray, KY, which was a 4 hour drive. Book on tape, sun in my face, wind in my hair, and off I was to seek the gold...silver...bronze...or nothing at all. It didn't matter. I was in for the experience.

The Senior Games...they really are for everyone. What I've learned and observed is that you don't have to be a great athlete or at the top of your game to compete. It doesn't matter if you have many folks in your age group or that you are the only one. That's not what it is about.

What does matter is that you've showed up, put your toe on the starting line and finished doing the best you can with whatever strength and energy you were able to put to the test.

It was amazing to see athletes from all across Kentucky, and other states, being active, competing in everything from archery, basketball, cycling, track and field, bowling, golf, swimming, and then some. This is what we all should be doing at 70 or 85 or even into our 90's.

You don't have to be best in class to sign up and compete. You know how they say about the lottery that if you don't play you can't win? Same goes with the Senior Games. If you don't take the opportunity to sign up, pay the early registration, and compete on a state level with folks your age (and older) who are more than happy to help you with form, fitness and friendship, then you can't learn, enjoy the fun, qualify for the National Games, and possibly win.

So you have a little time to think about signing up next time the Senior Games come to Kentucky. My understanding is that the location will be Frankfort, KY. Get on their web site <http://www.kyseniorgames.com/> and pick out the sports you'd like to compete in. Be ready to sign up or come out and watch. Remember...the Senior Games really are for everyone.

LBC Annual Awards Banquet — January 19, 2013

Please join your cycling friends at the LBC Annual Awards Banquet to reminisce on the year's activities, acknowledge our volunteers, celebrate our achievements, and elect club officers for the upcoming year.

This year's banquet will feature some nice door prizes, drawn at random, including two \$250 gift certificates and two \$100 gift certificates to local bike shops, and lots of other cool stuff.

ONLY THOSE WHO REGISTER ONLINE ARE ELIGIBLE FOR DOOR PRIZES!

The banquet will be held again at:	6:00 p.m. - Reception and Cash Bar
	7:15 p.m. - Buffet Dinner
Big Spring Country Club	8:00 p.m. - General Meeting, Awards, and
5901 Dutchmans Lane	Election of Officers for 2013
Saturday, January 19, 2013.	10:00 p.m. - Adjournment

Cost is \$10 per person for the buffet dinner until 9 p.m. Jan. 16th or \$15 at the door.

To RSVP online, please visit:

<http://louisvillebicycleclub.org/ViewEvent.ashx?eventId=570435>



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Tandemonium #14: Zen for Two

by Dave Spitler

This month, we are going to do a deep dive into two subjects that we have been hinting at and yet skirting around: communication and team building. This is the "touchy-feely" article that I am no more eager to write than many of you are to read. It's about the mystery of two cyclists working together toward a common goal. It about the ZEN of riding tandems. It is about the relentless pursuit of perfection and the good ride.

When you encounter a tandem team that is beginning to get to the Zen state, you know it. The way they move together, they seem to be in perfect sync, thinking out of one head, communicating without speaking, the way they get out of the saddle together and swing the bike as they sprint up a hill, the way that they seem to just flow through the curves on a fast descent.

So you want to be like that. You get a tandem, you get a partner, you ride together a few times and then maybe you think, "OK, this is nice, but how do my partner and I get up on the mountain?"

The short answer is you cannot achieve the Zen you seek in a day, a week, a month or even a year. A really good tandem team is only built over a period of many miles and several years. It does not happen by accident: the team must be built hour by hour and mile by mile.

The first step to building this team is communication. The Captain and Stoker have to communicate often if they are going to even approach the good ride. Early on, the communication is verbal, clumsy and loud. Two cyclists out together on the same bike have to call out everything. Rocks, holes, dogs, cats, squirrels, cars, shifts, water bottle changes, jacket zipping, everything. Failure to do these things leads to a whole gamut of emotions that take you as far from the good ride as you can get.

And the loud part? Well maybe it's just me and my government adjusted hearing, but I often have trouble hearing my stoker when there is wind or traffic noise. So the conversation might go like this:

"Car back."

"Whut?"

"CAR BACK!"

"Say again?"

"I...SAID...CAR... (VROOM!!!)oh never mind..."

"Why didn't you tell me there was a car back there?"

"Whut?"

And so on. Eventually, the riders are saying things so loudly

that people around them start to get involved as in the time I screamed "Shift!!" to alert my seemingly half deaf stoker and the older lady we were passing asked me to please watch my language.

I once had a stoker who thought that I should keep my eyes to the front and let him worry about the traffic behind us, but he couldn't seem to learn to look over his shoulder without sitting up and redirecting the bike all over the road. I told him often that his shifting was causing me problems up front and please tell me if he was going to do his sit up and swivel maneuver. He did as I asked for a short time, but then got tired of it and started just trying to be sneaky about it. So the bike would semi lurch to the left followed by "Car back."

A lot of the misunderstanding that occurs during the first few rides can be avoided by constant communication. The Captain has to call out every blemish in the road, every shift, every application of the brakes and every turn in advance. A Stoker has to call out every jacket unzipping, butt repositioning and water bottle change in advance. And both riders should call out cars and dogs.

If the team does not dissolve in the first ten rides, Captain and Stoker begin to reach an understanding of each other's quirks and knowledge of likes and dislikes. They will still need to communicate, but the things to be communicated start to change and this change becomes constant as the team begins to mature.

At some point, my Stoker told me that I no longer had to call out "Bump!...Bump!...Bump!...Bump!..." on a road with lateral cracks in it as she can see those. I used to beg my stoker to warn me before she got out of the saddle on hills, but as she got smoother, that became unnecessary. In the same vein, I used to tell my stoker when I was about to stand up, but that became unnecessary as well: she says that she can see in the tension of my shoulders when I am gathering myself to get out of the saddle.

A lot of verbal communication can be replaced by non verbal communication as time goes on, some of it through the transmission chain between the two bottom brackets, some of it through the way the Captain is riding or the Stoker responds. We rode a particularly tough (two days of headwinds and cold) TOSRV three years ago. The last thirty miles of day two were very hard as the wind and fatigue, along with sore butts and legs, took their toll. I had to constantly guard against the temptation to give in by picking up my pedal cadence and digging in whenever my body started complaining and threatening to shut down. At the end of the ride, my stoker told me that every time she felt like she had done all she could, she felt me surge on the pedals. Each time she felt that surge she felt that she needed to respond by digging a little deeper herself.

(cont. on p.16)

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Do you have something you want to share with your fellow club members?

Send us an article and photos for the newsletter! We can accept hand-written manuscripts, hardcopy print-outs or articles on disk (Word documents preferred), or e-mail.

Send them to David Ryan (Packman), VP Communications (see cover for addresses) or hand them to any club officer.

The Louisville Bicycle Club reserves the right to edit all submitted articles.

See cover for deadlines.

The newsletter is sent by email only. Please keep your address up-to-date online or advise the club secretary of changes.

Tandemonium #14: Zen for Two (cont. from p.14) by Dave Spittler

She said that each time, she discovered that she had a little something left that she had not known was there. As a result, we enjoyed a very strong ride in the last 30 miles as we towed a string of 40 exhausted riders into Columbus.

The next step is the merging of personalities. This requires the two team members to submerge their own egos. Each team member has to put the safety and comfort of the other team member and of the team before his or her own needs or wants. Each member of the team needs to know that the other person has his or her back. This means that we stop not because I need food or a bio break but because I know that my stoker needs to stop. Sometimes the good Captain knows this even before it occurs to the stoker. This means that when the Captain makes a bad gear choice on a hill, the stoker knows it even before the Captain does and jumps out of the saddle as though that was the plan all along. Both Captain and Stoker are constantly thinking about what they can do to make the ride better for the other.

Ad hoc performance evaluations are praise for a job well done, ("Good job on that hill back there, partner!") not critical of teammate's failures. More serious discussions of performance improvement run along the lines of "here's what I think we can do to make the team better", not "here is what I am doing right but you are doing wrong." If there are questions, they are in terms of "what went wrong back there; could we have avoided that problem if I had done something different?"

Cycling is a physical activity. Good cycling is often very physical. The two riders never forget the importance of sweat and hard work EVER. On a tandem team that is working well together, both Captain and Stoker are working hard: there is never a question of someone letting down the side by not giving everything that he or she has to give. As a consequence, on hot rides full of hills and headwinds (the best days, no?), the sweat flows in rivers on the climbs and flies on the descents. If I am so exhausted I can barely get off of the bike following one of those rides, I expect to see that my stoker's hands are shaking too.

And the Zen, the incredible oneness with your partner and the bike? How do you command it? Do you arrive at it after you have done a, b, c, and d, correctly? More than likely, it sneaks up on you when you least expect it.

A famous bike racer used to describe his Zen heights as "no chain" days. My son used to say that on the really great days when everything was going right and it felt like he was able to do things on his bike that no mortal should be able to do, he was "riding like a god". I know that feeling, and I know that it can be even more fantastic on a tandem when you have someone sitting on the same bike who is feeling the endorphin-fueled high that you are feeling as the hills seem to shrink, the road seems to smooth out and the miles slide away behind you. Regardless of how you describe it, when one of those days sneaks up on you, you will know it and you will want it to happen again very soon. And it will, if you and your tandem partner keep doing things right.