

ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS.

VOL. 28, NO. 3



DAYTON 2020: LET YOUR SKILLS SOAR

by Maureen Becker
Executive Director

As we look forward to the 30th Annual IPMBA Conference, here is a look back at some of the highlights of the past 29 years.

- 1991: Tucson AZ – First National Conference of Bicycle-Mounted Police
- 1992: Las Vegas NV – IPMBA founded as a program of the League of American Bicyclists
- 1993: Fort Lauderdale FL – First Police Cyclist Course
- 1994: San Antonio TX – First Joint IPMBA-Youth Fun Ride
- 1995: Milwaukee WI – First Police Cyclist Instructor Development Course (now the Instructor Course)
- 1996: Rochester NY – First Maintenance Officer Certification Course
- 1997: Nashville TN – First EMS Cyclist Course
- 1998: Tacoma WA – Last conference as a program of the League of American Bicyclists
- 1999: Chicago IL – First conference as independent IPMBA
- 2000: Tucson AZ – First repeat venue
- 2001: Cincinnati OH – Maureen’s first conference
- 2002: Ogden UT – First Bicycle Response Team Training
- 2003: Charleston WV – First Intermediate Police Cyclist Course
- 2004: San Antonio TX – First Security Cyclist Course
- 2005: Scottsdale AZ – Intermediate Police Cyclist Course became Public Safety Cyclist II Course (now PESC II)
- 2006: Dayton OH – First EMS professional elected Board President (Jim Bowell)
- 2007: Baton Rouge LA – First conference hosted by an EMS agency (East Baton Rouge EMS)
- 2008: Indianapolis IN – Attendees cycled to and around the Indianapolis Motor Speedway track
- 2009: Albuquerque NM – Debut of *Fundamental Skills for Public Safety Cycling* DVD
- 2010: Chesterfield/Saint Louis MO – 20-Year Conference Award bestowed upon Tom Woods and Gary McLaughlin
- 2011: Richmond VA – Hans “No Way” Rey returned (first attended in 1999)
- 2012: Saint Paul MN – 20th anniversary of the founding of IPMBA
- 2013: Baton Rouge LA – EMS personnel integrated into Bicycle Response Team Training
- 2014: Tampa FL – First IPMBA Award of Valor presented to James Englert
- 2015: Chandler AZ – First international board member elected (Gary Strang, Canada)
- 2016: Asheville NC – John Michael Keyes, I Love U Guys Foundation, delivered keynote address
- 2017: Delaware OH – First conference on a college campus
- 2018: Saint Louis MO – First e-Bike skills workshops
- 2019: Fort Worth TX – First conference in an historic hotel (site of Kennedy’s last speech)
- 2020: Dayton OH – Come make it happen!

30th Annual IPMBA Conference, June 1-6, 2020. Register Today and Let Your Skills Soar!

Riding in a Winter Wonderland

by David Cohen
Maryland National Capital Park Police Reserve Unit

Public safety is a line of work which requires and encourages continuous training. Yet for many public safety cyclists, once the weather starts turning cold, the bikes get put away. We set them aside for a variety of reasons, such as a lack of personal comfort, reduced need (if our patrol areas attract less activity, for instance), or if our equipment isn’t quite up for the task. As we get older, our tolerance for the cold seems to decline as well. However, riding and training under adverse conditions will make you a more effective rider in more temperate conditions.

When I am on a bike, whether on duty or off, I always approach it as an opportunity to train. Now that I am past 50 years old, maintaining a high level of fitness requires a far more consistent schedule of exercise than when I was in my 20s and 30s, so I try to avoid long intervals between rides. This translates into biking year-round, regardless of the outside

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Twenty Questions for 2020?



2019 is gone, and with it, a decade. As we enter into a new decade your board of directors and a group of enthusiastic and dedicated members are hard at work updating the *Complete Guide to Public Safety Cycling*. Next the ITK will be revised to complement the *Complete Guide*. This is a complex and

daunting project, but it will keep IPMBA at the forefront of public safety cycling and provide our instructors with the most current information and techniques for training their students.

In 2020, what steps will YOU take to further your IPMBA training and membership? Will you renew your membership? Will you advance from a trained (and hopefully officially certified) public safety cyclist to an instructor, or from an instructor to an instructor trainer? Will you join an IPMBA Committee or volunteer for a project? Will you attend the 2020 IPMBA Conference in Dayton, Ohio, June 1-6? Will you write an article or review a product for *IPMBA News*? If you are an instructor, how many classes will you teach? Will you submit certification applications for all who pass? All of these are important questions that directly impact the overall success of the association.

Here is a question that is not as straightforward. Is IPMBA a training association, a membership association, or a combination of the two? This question – and many others – are discussed and debated at the board level. I serve on two other professional public safety association boards and we have the same discussions and debates.

My personal opinion is IPMBA is both a professional training **and** a membership association. One begets the other, since certification is linked to membership, and courses are the source of the vast majority of new

members. Even though renewals were up slightly from 2018, because there were fewer classes conducted in 2019 and fewer certification applications submitted by instructors on behalf of their students, the year ended with a slightly lower total membership than the past few years.

All associations need a solid base of members to exist; otherwise, they are only a service-based entity. During my first exposure to the annual IPMBA Conference in Scottsdale in 2005, I realized that this association offers a unique conference opportunity. It is not your standard public safety conference of “death by presentations,

[The IPMBA conference is] not your standard public safety conference of “death by presentations, seminars, and panel discussions”. It is BYOB (bring your own bike) and all of your gear because you will get out of the classroom and actually practice the skills.

seminars, and panel discussions”. It is BYOB (bring your own bike) and all of your gear because you will get out of the classroom and actually practice the skills. The only other similar conference I had attended was the National Tactical Officers Association (NTOA) conference. Yes, both events offer classroom-only sessions, but most are hands-on, whether on the bike, at the range, or in the shoot house.

Both associations offer certificate-level courses exclusive to the annual conference. Both require an active membership to attend the conference. This common practice method does generate some memberships, but not enough for sustainment.

Getting back to the questions, what can IPMBA do to increase our membership numbers domestically and abroad? As a member, what do you want to see from IPMBA? How can IPMBA add value to your membership? What do you like best about IPMBA? Why do you renew your membership? Why don't some of your co-workers, colleagues, and students renew? I value your input and encourage you to email your suggestions to me at president@ipmba.org. I look forward to seeing you in Dayton, Ohio, for IPMBA 2020!

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The IPMBA Board

IPMBA's Board of Directors is comprised of individuals who volunteer their time and experience to ensure that IPMBA maintains its status as the premier organization for public safety cyclists. These dedicated instructors have been asked to come out from behind the scenes and share information about topics near and dear to their hearts. Asked only to write an article about the public safety cycling-related topic of their choice, they selected subjects that are as varied and interesting as the board members themselves in our annual "Board Issue". Read on! *Pages 5-19.*

IPMBA and the "Ten Truths About Leadership"

by Craig Lepkowski, PCI #1180-B/EMSCI #272-B
Lake Forest (IL) Police Department
IPMBA Secretary

Leadership is a hot topic in many sectors, including law enforcement. I have been focused on improving my own leadership skills for the past few years, and one of the books I came across is *The Truth about Leadership*, by James M. Kouzes and Barry Z. Posner. The authors list "Ten Truths about Leadership" and as I read them, I began to make the connection between IPMBA, our members, and the traits of successful leaders. In my opinion, IPMBA members exemplify the traits described, and IPMBA plays a role in developing their leadership skills. Here are the "Ten Truths" and my correlation to IPMBA and its members.

Truth 1: You Make a Difference

The authors argue that all leaders must believe in their ability to affect others and make a difference. They must bring something of value to the interaction and positively affect those they lead. IPMBA has been doing this since the first "Cops on Bikes" conference in 1991. It has made a difference in individual training, departmental procedures, and public safety, not just nationally, but internationally as well. IPMBA has continued to lead efforts to deploy public safety personnel on bicycles and provide them with a high standard of training. IPMBA has nearly 3,000 members from all three sectors: law enforcement, emergency medical services, and security. Each member arguably uses their bicycle and what they have learned from IPMBA to impact their communities. Creating positive interactions with the public, providing efficient service, responding to emergencies, undertaking crowd control, and training other officials in cycling skills and tactics are only some of the examples of how individual members make a difference.

Truth 2: Credibility is the Foundation of Leadership

Credibility can be defined as the combination of these characteristics: honest, forward-looking, inspiring, and competent. IPMBA instructors, those with primary responsibility for the association's ongoing success, are taught and encouraged to exhibit these characteristics as they develop their technical and their teaching skills. Instructors are honest in their presentations; anticipate issues and developments in public safety cycling; inspire success in their students; and are competent in demonstrating the necessary skills. All these traits lend credibility to the instructors and the organization as a whole. IPMBA, through the actions of the Executive Director and the Board of Directors, seeks to communicate honestly with the membership and inspire public safety officials to improve their services with well-trained, bicycle-mounted professionals. The association also strives to remain competent in delivering updated training and anticipating future trends in public safety and technology.



Source: Eif Ammos/Shutterstock

Truth 3: Values Drive Commitment

IPMBA is committed to one over-arching goal: the development and delivery of world class training for public safety cyclists. Since its founding in 1992, the association has strived to develop consistent, safe, standardized, and relevant training. All instructors are provided with the same teaching materials and expected to adhere to the guidelines IPMBA has taken great pains to

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cultivate. Commitment entails standing by one's principles, possessing integrity, and understanding organizational values. IPMBA holds its values dear and its standards high. Individual members value the training and other benefits from the association. IPMBA members' personal and professional values mirror the values of IPMBA in their shared desire to provide the best service possible to their constituents. While IPMBA serves its membership, the graduates of IPMBA courses serve their communities and are committed representatives of their respective organizations. The bicycle training they receive enables them to bring more value to their organizations and communities.

Truth 4: Focusing on the Future Sets Leaders Apart

IPMBA attempts to anticipate the future of cycling and how changes will affect public safety personnel. While not always on the cusp of technology or techniques, IPMBA does its best to stay current with the ever-evolving fields of cycling and public safety and to update training and materials as quickly and thoroughly as possible. *The Complete Guide to Public Safety Cycling* is being updated, soon to be followed by the instructional material, and the increasing use of e-Bikes in public safety is being addressed.

Like most other facets of public safety, IPMBA is not a true innovator, but rather reacts to changes in citizen expectations, laws, and technology. As an almost all-volunteer organization whose members have full-time jobs and many other responsibilities, IPMBA strives to keep abreast of advances that affect the field of public safety cycling. Individual members have direct access to the Executive Director and the board members to effect change and affect the future. As practitioners with extensive field experience, IPMBA members are called upon to take the lead on the ideas and suggestions they propose to the board and staff.

Truth 5: You Can't Do it Alone

The book discusses how leaders must be in tune with the emotions of others to create resonance between the leader and constituent. A leader must understand the needs of their followers, or in other words, IPMBA must strive to understand the needs of the membership. The ways in which



the association engages its members, instructors, other organizations, and industry suppliers demonstrates that IPMBA is open to new ideas and assistance. As a volunteer organization, IPMBA recognizes the importance of involving all stakeholders in the furtherance of its mission. Not only does IPMBA rely on the membership and board members, it connects with vendors, other professional associations, and businesses to assist in providing current training, uniforms, equipment, and resources.

Truth 6: Trust Rules

The book states: "trust rules your... credibility. Trust rules your ability to get things done. Trust rules your team's cohesiveness. Trust rules your organization's innovativeness and performance. Trust rules your brand image. Trust rules just about everything you do." (p 76). IPMBA's role as the trusted leader in setting the standards for public safety cycling training and operations is no accident.

IPMBA was founded on trust and develops all materials through a rigorous (and sometimes time-consuming) process with the goal of getting it right and maintaining the trust of its constituents. As public

safety cyclists strive to be trusted by their communities, so too does IPMBA strive to be trusted by its members.

IPMBA's brand image flows from the trust of the membership and the organizations and public they serve. To earn this trust, IPMBA strives to behave predictably and consistently. The newsletter, emails, website, and other forms of communication are clear, candid, and forthright.

Individual instructors are trusted to communicate the ideals of IPMBA and conduct their courses in accordance with IPMBA's guidelines and expectations and to ensure that only those who meet the performance standard receive a passing grade.

Truth 7: Challenge is the Crucible for Greatness

As the book relates, "the study of leadership is the study of how men and women guide people through uncertainty, hardship, disruption, transformation, transition, recovery, new beginnings, and other significant challenges." (p 93). Leaders must possess resilience, and IPMBA is an organization composed of public safety professionals who exhibit grit, strength, and toughness on a near-daily basis. The association is naturally resilient – ready to face challenges and overcome obstacles as it progresses through ongoing changes and developments in laws, techniques, procedures, and technology. The nature of public safety is that of resilience and facing challenges. Even with limited resources, we are expected to adapt, innovate, and overcome. Public safety professionals are problem-solvers for their communities; they stand up to the challenges, negotiate, resolve, and achieve positive outcomes as often as possible for as many as possible.

Truth 8: You Either Lead through Example or You Don't Lead At All

"You've got to walk the walk, not just talk the talk. Leaders are responsible for modeling behavior based on the values they communicate. The leader

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must then live by them, in plain view of those he or she expects to follow the values.” IPMBA is comprised of leaders in the industry who walk the walk: the board members whose field experience enable them to guide the organization; the instructors who demonstrate the on-bike skills and hold their students to the highest standards; and the certified members who go back to their organizations and communities to exhibit the skills and safe behaviors they learned in a class, during a regional training, or at the conference.

IPMBA is often asked why instructor candidates are required to possess at least one year full-time or two years part-time experience operating a bicycle in the line of duty. It is because our founding fathers placed a premium on bringing field experience into the classroom, something that can only be achieved through “walking the walk”. Failure to match behavior with talk results in the loss of credibility and trust.

Truth 9: The Best Leaders are the Best Learners

Learning is a master skill. No matter how good one is, improvement is always possible. No leader worth anything gets to a position of leadership and rests on their laurels. Every successful leader continues to develop their skills, and becomes an even better leader. The same can be said for IPMBA as an organization. Each year the board seeks to improve the Association through position papers, new resources, an enticing and educational conference, and calling on the membership to shape the future of public safety cycling. IPMBA challenges all members to develop their skills, build educational networking relationships, and pass on knowledge to the public. For an organization dedicated to training public safety educators and professionals, it is appropriate to note that John F. Kennedy once said, “Leadership and learning are indispensable to each other.” Or in the words of IPMBA founding

member Allan Howard, “being ‘good enough’ is never good enough.”

Truth 10: Leadership is an Affair of the Heart

“There’s no integrity and honor without heart. There’s no commitment and conviction without heart. There’s no hope and faith without heart. There’s no persistence and courage without heart. There’s no learning and risk taking without heart.” (p 136). If there is one characteristic IPMBA members have in common, it is that public safety cycling and the association is an affair

No matter how good one is, improvement is always possible. No leader worth anything gets to a position of leadership and rests on their laurels.

of the heart. The mere fact that IPMBA is practically an all-volunteer organization speaks to the continued dedication, involvement, and commitment of our members, instructors, and Board of Directors. Those who share their passion and knowledge as Instructor-Trainers and conference instructors and presenters do so without recompense because they know the future of IPMBA and public safety cycling depends on them.

The book states that leaders should show that they care. IPMBA shows how it cares for the membership with everything it provides: certification programs, continuing education, professional development opportunities, varied resources,

product discounts, and networking opportunities. The authors also advised leaders to “fall in love with what you do.” (p 144). The membership and the association both demonstrate a love for what they do – public safety is a profession which requires hard work and many sacrifices, and IPMBA exists for the sole purpose of improving the skills of those who love serving their communities.

The Truth About IPMBA

This article describes my view of how the “Ten Truths” correlate to public safety professionals and IPMBA. We are all leaders in our own right, regardless of whether or not we carry an official title. We may supervise a bike unit, oversee a shift, lead a department, or simply represent our profession on a bike in public. IPMBA certainly plays a significant role in developing its members, students, and practitioners into better leaders in the field of public safety cycling. The qualities of leadership discussed in *The Truth about Leadership* are promoted, exhibited, and expected by IPMBA. To quote motivational speaker and author Jim Rohn, “A good objective of leadership is to help those who are doing poorly to do well and to help those who are doing well to do even better.” What better way to summarize the aspirations and goals of IPMBA and all of its members?

Work Cited:

Kouzes, James M. and Barry Z. Posner, *The Truth About Leadership: The No-Fads, Heart of the Matter Facts You Need to Know*. Jossey-Bass, 2010.

Craig has enjoyed riding at his department for many years and was honored to assist with the development of the department’s bike unit. Impressed with the IPMBA Course he passed in 2009, he earned his instructor certification in 2010. Craig has enjoyed teaching bike skills throughout Illinois and once in Brazil. Craig was elected to the IPMBA Board in 2013 and is currently serving as Secretary. He can be reached at lepkowsc@cityoflakeforest.com.

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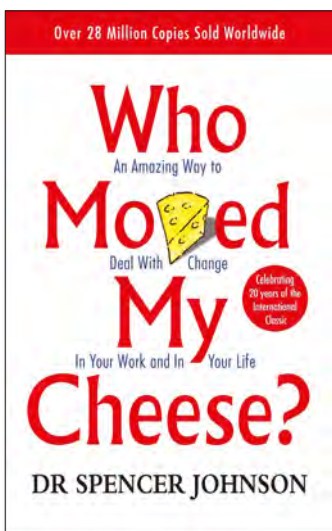
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The Resiliency of Public Safety Personnel

by Mike Wear, PCI #516T-B/EMSCI #059T-B
Metropolitan (DC) Police Department (retired)
IPMBA Vice President

Change is difficult, and as public safety personnel, we are faced with the challenge to endure and embrace the continuous changes of our professional and personal lives while striving to build resilience. FEMA has developed the model “Resilience Cycle”, which comprises **Awareness, Preparedness, Response and Recovery** in a constant cycle, to ultimately build a culture of preparedness for all types of disasters and emergencies. This model is often presented in the context of Active Shooter/Active Threat.



Public safety personnel are routinely subjected to situations resulting in death and destruction and are often called upon to render aid and/or ultimately resolve an ongoing crisis. Several years ago, while serving at Fort Leonard Wood, I was ordered to read *Who Moved My Cheese?* At the time, I did not appreciate the task, but in hindsight, it opened my eyes to the importance of moving forward in an ever-changing environment. The book provides enlightenment in view of actions and reactions

to stress, while raising awareness about methods that can assist you to find a successful line of travel towards self-motivation.

Public safety personnel are thrust into environments where they must react in a split second, with little information. They are also expected to remain calm, be a reassuring presence, and provide emotional and physical support to those seeking help in an emergency. The expectation is high, and the reality often unforgiving, so they must rely on both innate and learned skills to pedal over the obstacles presented by such critical incidents.

As IPMBA members, we face the challenges of moving forward while balancing current methods, advancements in technology, changing competencies, and interpersonal relationships. Just because someone has a “good idea” does not mean our IPMBA family will immediately accept it. We pride ourselves in being the most current and cutting edge, but it comes at a price; that price is hours of research, information gathering, and examining the relative merits of the proposal at hand.

About ten years ago, we became **Aware** of a new technology emerged onto the cycling scene: the 29-inch

wheel. It was pretty radical at the time, and there was pushback from some who thought it would never work for public safety. The board essentially told the most vocal proponent to “prove it”, and via written and video testimony, he did, and the following position was adopted: *“After reviewing the current state of the technology relative to the needs of public safety cyclists, IPMBA will allow using the larger diameter wheels in all courses and IPMBA-sponsored courses/events with the following provisions...”*

Looking back, it is hard to understand what the fuss was all about. Large-diameter wheels became the industry standard, and now we don’t blink an eye. In fact, as the number of specialized bike types increased and the lines between them continued to blur, in 2019, we were better **Prepared** to take an even broader position: *In light of the ongoing evolution of the bicycle, IPMBA hereby authorizes participants in IPMBA training to ride any bicycle that meets their agency’s needs and that can be safely used to complete the training requirements, with the following provisions...”*

This was a monumental change that recognized that as the cycling industry changes, the public safety cycling sector will, too. This was an opportunity for our organization to benefit from trusting our membership to provide information, technology and input from the perspective of subject matter experts and public safety cycling practitioners.

Public safety does not survive on Awareness and Preparedness alone; we must also **Respond** to the situation at hand, often immediately. IPMBA usually has the luxury to conduct research and solicit member input when responding to ideas, which is especially important when those ideas are initially unpopular and met with resistance.

As an example, when the BMX-style flat pedal began to make inroads into the mountain biking community, our members took notice and began to make the case for flat pedals with appropriate footwear as pedal retention. The result was the *Use of Flat Pedals by Public Safety Cyclists Position Paper* adopted in 2016 and updated in 2019 following additional input from members using the equipment in the field.

Over the past few years, e-Bikes have powered their way into our field of vision after years of remaining in the



Photo courtesy Scott Bixby

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background. With them have come many opinions, facts, standards, laws and capabilities. IPMBA has been open to learning about the pros, cons, and realities of the integration of e-Bikes into public safety. We have removed the barriers to entry and taken the lead on developing best practices for e-Bike training and operations, ranging from the introductory workshops offered at the 2018 IPMBA Conference to the forthcoming e-Bike Training Module. While they are not expected to replace conventional pedal bikes, *“IPMBA recognizes there are distinct differences, advantages, disadvantages, and other factors each agency must consider when deciding whether to integrate e-Bikes into a specific service environment.”*

As public safety personnel and cyclists, we encounter countless incidents and must strive to be flexible in our responses. We must be flexible because change is continuous and fluid, and no two situations, however similar, are ever the same. As a family, we must listen, learn and value each other’s experiences. Within IPMBA, that enables us to do better at our chosen profession.

As individuals, we must sometimes take chances; as an organization, we

must also experiment, test, and yes, even fail. Not everyone gets up the stairs the first time or even the tenth time, but the IPMBA family stands with them until they succeed. We can and will **Recover** from whatever obstacles are found on our trail. And as we move forward again, let us be open to what we do not yet see.

Follow the Cycle of Resilience through Awareness, Preparedness, Response and Recovery. We must band together, learn and teach, share our horror stories and rejoice in the prevention of loss of life. We must rely upon one other to develop and build upon the skills that will carry us through times of despair.

Public safety cyclists are a small group in the grand scheme of first responders, but we are all dedicated to securing the safety of our country and communities. Our collective goal is to help others remain safe, protected, but we must have the inner strength to be ready to move forward into the next crisis.

To quote an unknown author *“Just Keep Pedaling, Don’t Stop Pedaling, Just Keep Pedaling!”* These words have repeated themselves in my head through many very serious scenes;



Photo courtesy Clint Sandusky

they are valuable, and I believe will help us to stay focused on our path to **Resilience**.

Mike retired in 2017 as a sergeant after a 27-year career with the Metropolitan Police Department. He was one of the first members of the MPD Mountain Bike Unit, established in 1992, and was on the first Civil Disturbance Bicycle Squad July 4, 1995. In 1997, he became Training Supervisor for the Metropolitan Police Academy. He made his mark as a specialized trainer and eventually became the Citywide Bicycle Coordinator for seven patrol districts and 600+ bicycles. He discovered IPMBA in 1998 and has been a dedicated member ever since. Employing his experience and knowledge into the professional cycling training of IPMBA enabled him to become a PC/EMSC/SC-B and Instructor Trainer. Currently, his role in law enforcement is as a volunteer Reserve Sergeant for MPD. As an IPMBA Board Member, he served for six years as the Education Director and in 2019 accepted the role of Vice President. His Motto “Ride Hard, Ride Safe and Thanks for coming out!” He can be reached at sgtwear@msn.com.



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Get Real! Instructing is Serious Business

by Wren Nealy Jr., PCI #860-B/EMSCI #154-B
Cypress Creek (TX) EMS
IPMBA President

When I was in the police academy at the University of Houston, an instructor told us to retain our class notebooks for our career. He said that if the day should come when we were sued for our actions, the notebooks would likely be subpoenaed. I remember thinking, “this is ridiculous. I’m not keeping these binders for the duration of my career. They don’t do this in EMS, and surely he must be exaggerating.” Yet by the end of the academy, I had accumulated four, four-inch thick binders of notes, which reside on the bookshelf in my home office to this very day.

When I began my career as a law enforcement instructor, the instructor made the same recommendation. A small portion of the course was dedicated to liability. Most officers who become instructors earn their credentials in order to teach for their departments. The risk of litigation is still present, but it is mitigated by the department, as long as you do not deviate from the lesson plan. Things get a bit dicey when you start providing instruction independently of your department. You no longer have the department to protect you, provide legal services, and pay out any claims. All of this now falls on your shoulders.

Fifteen years after becoming a POST-licensed instructor, it happened to me. A deputy I instructed as just one of 500 at an agency was in an officer-involved shooting that resulted in an in-custody death. As a matter of practice, the District Attorney took the case before a Grand Jury, which returned an indictment against the deputy. I soon found myself meeting with the prosecutor and investigators who were reviewing my course materials. In this situation, the deputy had acted outside of my instruction, but his defense was that he was doing as I had instructed him to do in the course. Herein lies the rub. Now I am forced into a position of proving what

I taught nearly four years ago to a participant I don’t remember.

There are two parts to liability: the criminal and the civil. At this point, we were dealing with the criminal aspects. I was retained by the prosecution to serve as an expert witness. I spent several nights and weekends reviewing case documents and videos, followed by three days of testimony. I had to convince the jury that I had followed my lesson plan and instructional aids. I had to explain how the instructional aids (videos, handouts, references to studies) related to the topic and the points of instruction. The defendant stated the opposite; specifically, that I told the class something that was not in the lesson plan.

Fortunately, I had thoroughly documented my course material, and I knew it to the level of an expert. That proved to be extremely important. The attorney’s arsenal is not as successful when you know your material to that depth. My course materials stood on their merit as evidence. I prevailed and can put this specific case to rest with no fear of a civil lawsuit against me.

It amazes me that in my seventeen-year career as a professional instructor, this is the first time I’ve been called into the “Monkey’s Box” to testify.

It is likely not a matter of *if* it will happen to you, but *when*, and how well-prepared you are to defend yourself. I will detail some steps to mitigate your risk and protect your career that I refer to as the “Four Ps.”

Planning

Start by forming a business. It can be an LLC, but you should have something to “Do Business.” The company serves as a buffer between you and your holdings (all of your wealth and belongings). It is for this

The IPMBA Board



Photo source: AP

Officer Testimony

reason that often people choose to form a Holdings LLC and then file a DBA to Do Business As (insert your company name here). It is a simple process that can be done entirely online using *Legal Zoom* or by making a trip to your local clerk’s office.

Purchasing

You will need (a) a business bank account and (b) accounting software. Item (a) is pretty easy to obtain. Item (b) can also be easily obtained online. Do your homework first, and don’t skimp here. I initially took the quick, easy, and less expensive route with QuickBooks Online. When I had to convert to the more robust desktop version, it ended up costing me more in the end.

This is a serious note here, folks, so pay attention. Purchase insurance, specifically General Liability and Professional policies that cover “Errors and Omissions.” Now, this step is more expensive than the first one, but it is what will save your rear. Most municipalities will want a minimum of one million in coverage, so don’t skimp here, either. The important part is that it has to cover your scope of instruction, so be detailed in explaining this to your agent. You don’t want to purchase insurance and find out the hard way that your activities are listed in the exclusions section. I encourage you to look into purchasing instructor insurance, even if you only teach for your department.

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Several professional instructor and education associations offer policies or discounts on policies. [Ed.'s Note: IPMBA has attempted to similarly partner with an insurance company, but due to our relatively small number of instructors, the third-party exposure associated with bike training, and because not all insurance companies are licensed to practice in multiple states, we have been unsuccessful. Seek advice and recommendations from other instructors in your area. If you contract-teach for a training facility such as a community college or academy, you may be able to be insured under their policy as well.]

What about the bike, the gun, equipment, and training aids you have grown accustomed to your department providing? No need to freak out; you can require the client to provide many of these items, such as the audiovisual equipment, the traffic cones, the pallets, and other equipment. If you only teach for your department or department-sponsored events, then no need to worry here. If you contract yourself out as an instructor, start acquiring these things because you should not use department resources for personal gain. And be sure to insure your business property, including your computer and audiovisual equipment. You may need to obtain separate insurance or extend your homeowner's coverage.

Preparation

Too often, it is easy to skimp on department-sponsored courses. They provide the material, but in some cases, instructors teach from PowerPoint when the lesson plan doesn't hold water. I've seen instructors spend hours developing their PowerPoint presentations rather than their lesson plans. The money is in the lesson plan. You will want to avoid any conflict of interest or

copyright infringement. When teaching for personal gain, you will need to use original material or obtain written consent to use the content owned by the department or other entity. So, start your



preparation by creating your lesson plans, not your presentations. Your state POST will usually provide lesson plan templates. Don't forget the instructional aids. I strongly recommend the "Carpe Audience" style of presentation developed by John Michael Keyes of the I Love U Guys Foundation. You can find the book on Amazon, and 100% of the proceeds go to the I Love U Guys Foundation.

As an IPMBA Instructor, the lesson plans, presentations, and ancillary material is provided for you. The catch is you have to follow the program with minimal deviation, if any. Any additional or department-specific material must be clearly identified as such. Only IPMBA Instructors in good standing have the privilege of using the material to teach end-user cyclists the primary curriculum. IPMBA reserves the right to rescind that privilege if the Instructor deviates from the policy or the program or lets his or her instructor status lapse.

Protection

Follow the script, don't deviate, and don't get lazy. The lesson plan is more than a way to "check the box" or a requirement imposed by your department, client, or POST agency. Learn it, recite it, and if you add any personal experiences, make sure that

your students understand the difference. Any changes or updates you make to your lesson plan and associated course documents should be retained. Deleting the version of materials you used five years ago to make room for a newer version does not free you from testifying to what you taught five years ago. You can reference the version of the lesson plan and instructional aids retained in a different location if you need to minimize storage space.

Document the good, bad, and ugly. Complete the incident report forms, even if students deny injuries as they may surface later. Keep accurate and complete course records, and

this means more than a course roster. You should have a file for each course that includes a course roster, written test, practical evaluations, incident/injury reports, participant evaluations, participant complaints, and instructor notes. Instructor notes are essential to help you remember any notable, unusual, and/or interesting occurrences, such as participant interactions, superior performance, remediation efforts, withdrawals, or dismissals.

The purpose of this article is not to dissuade you from instructing, independently or as an employee. It is to provide you with practical advice to help you prepare to protect yourself, your family, and your assets in the event you are called upon to defend your actions as an instructor from civil and/or criminal liability.

Wren is a Paramedic Peace Officer in the State of Texas. He is the Assistant Executive Director of Cypress Creek EMS and serves the Waller County Sheriff's Office as a Lieutenant/former SWAT Commander. He has 27 years experience in EMS and 22 in law enforcement and commands the Tactical and Bike Medic Teams. Wren serves as President of IPMBA and founding board member of the IPSA. He is a past recipient of the NTOA TEMS Award. In 2016, Wren was appointed Vice Chair of the Emergency Services Sector Coordinating Council for US Homeland Security. He can be reached at wnealy@ccems.com.

by David Millican, PCI #1006T/EMSCI #343T
Denton (TX) Police Department
IPMBA Education Coordinator

In 2020, we will celebrate the occasion of the 30th Annual IPMBA Conference. Much has been said about the history of this organization in recent years. Many of the “old guard” have moved on in their lives to spend more time with their families and enjoy the retirements they have earned through years of service to their communities. Many of our newer generations have not borne witness to the creation of this great organization.

At the 2019 IPMBA Conference, I had the honor of being elected to serve on the board and was appointed to the position of Education Coordinator, at least through the 2020 IPMBA Conference, which will take place in Dayton, Ohio. This is kind of ironic because I attended my first IPMBA Conference back in 2006. Five officers from the Denton Police Department loaded up a 15-passenger van pulling a 10-foot box trailer containing more than a half-dozen mountain bikes and headed for guess where? Dayton, Ohio.

What was significant about the officers in this van? The driver, who had 27 years of law enforcement experience, popped in a first-generation iPod containing jazz artists that I had never heard of. Then a lieutenant, Mr. Tom Woods, as many may know, is a talented connoisseur of music. He would name that tune in six notes and play the drum chord on the steering wheel as we rolled across the country. In the passenger seat of the van was Dave

Hildebrand, the sergeant of these misfits. He seemed to be in tune with the rhythm of this trip, which had been repeated many times. In retrospect, I realize I was the “newbie” being initiated to an event that had taken place some 15 times before.

It wasn't until several years later that I came to appreciate the history riding in the front seat of that van. I knew that Tom Woods was a founding member, past board member and chairperson when IPMBA was a program of the League of American Bicyclists. I knew he had helped write (and appeared in) the first IPMBA *Complete Guide to Police Cycling*. And I knew he was one of a small cadre of Instructor-Trainers. If that wasn't significant enough, over the next several years, Sgt. Dave Hildebrand (also an Instructor-Trainer) was elected to the board and served in several positions, including IPMBA President. Those were big shoes to fill, and not just because I left half a toe in Delaware, Ohio, during the 2017 Conference.

Instructors must create an environment that will stimulate the students' appetite for learning.

After nearly 14 years of being a part of IPMBA, and two years after earning Instructor-Trainer status myself, I finally decided to accept the torch previously carried by Tom and Dave and apply for the IPMBA Board. The responsibility of being elected to the Board and being asked to serve in the capacity of Education Coordinator is



Trent Jones and Tom Woods, circa 2000

not something I take lightly. I did not achieve this goal without a great deal of interaction and participation with this organization. Since joining in 2006, I have been involved with and learned about almost every aspect of IPMBA. By serving as your Education Coordinator, I hope to learn even more. I also have great faith in the ability of our Instructors to be our **EXPERTS** in the field of public safety cycling.

Some people seem to believe that when they become an instructor in any given discipline, they have reached the pinnacle, when, in fact, the opposite has taken place.

Newly certified IPMBA Instructors have just entered another phase in their public safety cycling careers. They must learn not only how to teach the curriculum, but also how to instruct the students. Students come in all shapes and sizes, metaphorically speaking. Each one will excel in different areas and skills. How best can we help them become successful in what we love, public safety cycling?

Webster's dictionary refers to an instructor as a “trainer, teacher, tutor, coach, demonstrator, advisor, counselor, and guide”. As an instructor for IPMBA, you will be all of these.

Teacher. Instructor. These two words are often used interchangeably, but are not exactly the same. A teacher is someone who imparts knowledge of a subject to another person, while an instructor is someone who imparts the ability to accomplish a skill or task. An IPMBA Instructor needs to be both.

As school students, we all had teachers we disliked. This was often because we could not relate to them. As

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instructors for and teachers of adult learners, we must adapt our methods and strategies so they can relate to us and learn according to their natural learning abilities.

In simplistic terms, some people are visual learners, some are auditory, and others are kinesthetic, meaning they

learn through physical activity. This is the reason IPMBA teaches its instructors to employ the “Tell-Show-Do” method of instruction. This requires the instructor to explain and demonstrate skills prior to having students perform them. Using different styles helps us reach

[IPMBA] will continue to be the premier public safety cycling training organization and strive to incorporate the bicycle as an integral part of public safety service delivery.

a greater number of students. It also enables us, as Instructors, to keep learning new ways of teaching the same things, both from our students and our fellow instructors.

Instructors must create an environment that will stimulate the students’ appetite for learning. One way to accomplish this is to provide real-world examples of why a skill station is necessary. By applying a skill to a situation, the instructor gains credibility. For example, have the student visualize doing a dynamic curb descent while responding to a hot call. Instructors should ask of themselves, for instance, “Why is the cross-over rolling slalom necessary, and how does it relate to bike patrol?”

Instructors have a tremendous responsibility when it comes to the quality of the course and the student experience. If they do not maintain the high standards that have been established for the curriculum,

instructional quality will deteriorate, negatively impacting the skills and job performance of those who complete the class. IPMBA felt this was so important they established two guidelines within the Course Administration, under “Instructor Responsibilities”.

- **Educational Quality:** The Lead Instructor is responsible for the educational quality of the IPMBA Courses and must ensure that the content is presented in its entirety. The Lead Instructor must ensure that the course content and instructional program comply with the standards and guidelines set forth in the IPMBA curriculum.
- **Course Integrity:** The quality of the IPMBA Course relies heavily on the Lead Instructor. He or she must maintain the integrity of the course and ensure that the course requirements are met by each passing student. The Lead Instructor must provide oversight to ensure the quality of the educational experience.

As instructors, we also have the responsibility to provide accurate and timely information about IPMBA courses to prospective students, current students, and other stakeholders, including members of the community. That means we must stay current with changes in course subjects, literature, skills, and technologies, such as e-Bikes.

Wikipedia describes learning as the “process of acquiring new, or modifying existing, knowledge, behaviors, skills, values, or preferences”. The phrase “modify existing knowledge” illustrates that learning is a continual process. To borrow Ed Brown’s

favorite quote, “when you’re through learning, you’re through.” What have YOU learned today?

IPMBA’s vision is that by developing comprehensive training programs, strengthening its instructor network, and embracing new technologies, it will continue to be the premier public safety cycling training organization and strive to incorporate the bicycle as an integral part of public safety service delivery.

In order to remain true to this vision, the IPMBA board and staff are continually learning how to be a better organization and serve the needs of our members and instructors.

Photos courtesy David Millican.

David has been with the Denton Police Department for over 20 years and is currently assigned to the General Investigations Cyclist Unit. He attended the IPMBA Police Cyclist Course taught by Tom Woods in 2003 and the IPMBA Instructor Course (also taught by Tom Woods, among others), in 2007. He was elected to the IPMBA Board in 2019 and is currently serving as Education Coordinator. He can be reached at education@ipmba.org.



Bike Training at Denton Police Department with the “Tom Woods Obstacle Course Kit”

When it Comes to Tulips, It's Not All Roses

Part I: Women's Saddle Pain

by Elizabeth Bouchard, PCI #905-B/EMSCI #204-B
University of Guelph (ON) Campus Community Police
IPMBA Treasurer

In 2018, I purchased a new bike as an early Christmas gift to myself. I sprang for my dream bike: a beautiful, woman-specific enduro that can shred my area bike park and manage all my local trails with ease. It is by far the most expensive bicycle I've ever purchased, but my justification was that it alone could do what two other bikes have done in the past, thus taking up less space in my garage and costing less to maintain.

Since I would be investing so heavily in it, I took the extra step of getting it properly sized and adjusted. Imagine my surprise when I finally got it out on the trail and I discovered that the saddle was causing me pain. I'm not talking simple discomfort; I'm talking PAIN. Pain that did not go away. Pain that got a lot worse the more I rode.

I've ridden lots of mountain bikes throughout my life: cross-country bikes, downhill bikes, patrol bikes, women-specific bikes and unisex bikes. While I've encountered saddle discomfort, I have never had an issue that could not be managed. Here I was on my dream bike, made "by women for women", and for the first time in my life, I was experiencing discomfort to such an extreme that it made me not want to ride.

It occurred to me that if I was hurting, maybe other women were hurting, too. That got me wondering what life would have been like had this issue happened to me on a patrol bike. I couldn't imagine explaining to my male boss that I couldn't ride because my cha-cha hurt. Most public safety cyclists don't get a say in the equipment they are issued, so it's plausible that a lot of women are suffering in silence. This sent me down a path to learn all I could about bike saddles and the problems they cause for women.

I was shocked to learn that it's actually quite common for female cyclists to report genitourinary issues caused by their bike saddles. These issues include such things as genital numbness, urinary tract infections, labial hypertrophy (aka swelling), vaginitis, perineal pain, clitoral micro-calcifications, ischial tuberosity (aka seat bone) pain, lymphatic swelling and drainage issues, and saddles sores (including abscesses, infected hair follicles, and chafing).

The scientific community coined the term "bicyclist's vulva" to describe a condition found in some competitive cyclists in which one side of the labia swells grotesquely¹. In fact, saddle-related problems are so widespread that the cycling community has adopted its own all-encompassing, somewhat crass and yet surprisingly apt term – "flapmash" – to describe it².

A 2006 study by Guess, et. al., published in the *Journal of Sexual Medicine* found that 60% of the female bicyclists in their study reported genital pain, tingling, or numbness within the previous month, which was significantly higher than a control group³.

Additionally, in 2016, the American Society of Plastic Surgeons reported a 39% jump in labiaplasties, a surgical procedure that literally shaves down the length of the labia minor⁴. While much of that jump was attributed to changes in cosmetic preferences, a significant number of those procedures were found to have been among cyclists looking for relief from "flapmash." In fact, the labiaplasty has become so popular among female cyclists that it has been dubbed "saddle surgery".

What Gives?

So why are saddles causing problems to such an extent that some women would undergo extreme surgical procedures to alleviate them? The truth is that while there is a lot of conjecture, there actually hasn't been much scientific research on how women interface with their saddles. What research has been conducted tends to be quite limited in scope. As such, there is a lot we don't know.

Things Are Different Down There

Most of the research that has been completed on how the saddle affects the body has focused predominantly on men.

It doesn't take a genius to recognize that there are significant differences between the two genders in this area. Some might point to the fact that most saddle-related issues are attributable to compression of the pudendal nerves and arteries, and that these are anatomically the same in both men and women.

However, in a 2014 article in the *Journal of Sexual Medicine*, Partin, et. al., noted the following: "Literature indicates that there are significant gender-specific anatomical differences that affect how the bodies of women and men interact with the bicycle. Specifically, women have a wider pelvis and a lower center of gravity and demonstrate a greater pelvic tilt when riding. In novel work, Potter, et. al., also identified substantial differences in saddle pressure distribution between male and female riders."²

Things Are Even Different Among Women

While over the last two centuries, there has been considerable research on male genitalia, there has been very little scientific research regarding the female form. Only recently has there been a concerted effort to understand what would be considered "normal or average" with regard to the range of measurements of female genitalia.

Most of the research that has been completed on how the saddle affects the body has focused predominantly on men. It doesn't take a genius to recognize that there are significant differences between the two genders in this area.

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One study, by Lloyd, et. al., published in 2005 in the *International Journal of Obstetrics and Gynaecology*⁶, suggests that there are significant differences in genital dimensions among women and that there may actually be greater variability amongst women than amongst men. This variance means that the “one-design-fits-all” approach to saddle manufacturing won’t work for women. What’s comfortable for one woman may be a complete nightmare for another. Most manufacturers have adopted the “traditional” women’s saddle design; one with a shorter nose, wider back and centre cutout. This configuration has essentially remained unchanged since the early 90’s, but we know that women require an assortment of saddle options to meet their varied needs.

Science Left Us Behind

To understand the interface between the saddle and rider, the manufacturers, saddle fitters, and researchers rely heavily on pressure mapping; that is, computerized technology that measures how the rider’s weight is distributed across the saddle. While this mapping

offers important insights on pressure points, it doesn’t paint an exact picture about what is happening to the rider’s soft tissues.

To expound upon this understanding, men have undergone a host of other tests such as finite element analysis of internal perineal stress, oxygen pressure testing, blood flows of analysis, and even MRI imaging to show how the bike seat compresses the perineum.

Unfortunately, the researchers neglected to include women in almost all of these studies. This has led to the gap in our understanding of how saddles affect female cyclists. As such, pretty much all of the scientific knowledge in this area has been gained by the following tests: pressure mapping, genital vibratory threshold analysis, ultrasonographic/Doppler testing, and good old-fashioned observation. Dr. Andy Pruitt, renowned for the science of bike fit, recently conducted research using a specially-designed, clear women’s saddle. Through this saddle he was able to physically observe what was happening to the genital tissues of fifteen brave souls who rode naked for the experiment⁷.

Aside from basic genitalia differences, the shape of the female pelvis also plays a critical role. Research conducted by Potter, et. al., published 2008 in *Medicine and Science In Sports and Exercise*, found significant differences in saddle pressure distribution between male and female riders. It is hypothesized that much of this is the result of the anatomical differences in the pelvis.⁸ We know that for both men and women, the goal of the saddle is to support as much of the rider’s weight as possible on the ischial tuberosities (IT’s).

First, it’s important to note that the IT’s are generally wider on women. Also, the female pelvis has a flatter pubic arch versus the male pelvis, leading to a larger subpubic angle. As per Figure 1, on the female pelvis, the arch is usually more “U”-shaped, whereas on the male pelvis, this arch is “V”-shaped. When seated on the saddle, this angle may cause more of the female rider’s weight to rest on the pubic rami rather than the IT’s.

In fact, because the subpubic angle is wider, there is actually a chance that

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INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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more of the female's weight will rest as far forward as the pubic symphysis. This in turn can compress the external soft tissues that are located in these areas, such as toward the nose of the saddle. Finally, because the pubic arch is typically shallower and sits lower on women, it means that women's sensitive soft tissue often comes in contact with the saddle sooner than men's soft tissue does, leading to more potential areas of constriction. The research of Potter, et. al., strongly suggests that women would benefit from gender-specific saddles, particularly saddles that have a wider posterior region to accommodate the greater IT widths.⁸

"Tippy Hips" Can Cause Problems

Musculoskeletal imbalances, such as anterior pelvic tilt (APT) can also exacerbate saddle problems. APT is a common condition in which the front of the pelvis rotates forward, while simultaneously raising the back of the pelvis. Women naturally have a more tilted pelvis than men, but there are levels for both genders at which this tilt is considered excessive.

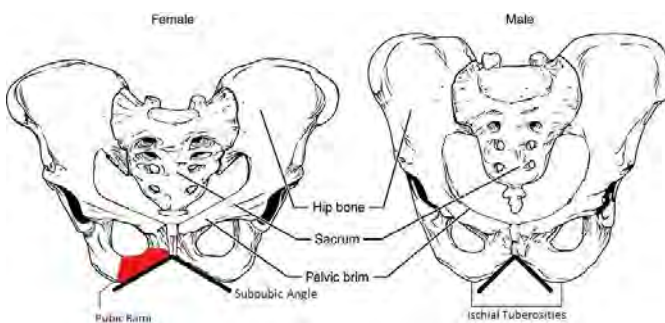
A 2007 study by Sauer, et. al., published in *Medicine and Science in Sports and Exercise* found that female road cyclists exhibited greater than average pelvic tilt than their male counterparts when performing seated cycling.² This may be because women tend to experience excessive anterior pelvic tilt more than men, but it could also be because women tend to be more flexible, which can promote pelvic tilt when seated in the saddle. APT can exacerbate saddle problems by driving the rider's weight down toward the nose of the saddle.

Some Types of Riding Hurt More Than Others

The type of riding plays a significant role in how the saddle affects the rider. Road cyclists who adopt the most aggressive posture on a bicycle tend to report more pain than touring or commuting cyclists who tend to adopt a more upright stance. This is corroborated by research studies that

show that when road cyclists adopt the drop handlebar position, they develop higher pressures toward the front of the saddle, causing more of the rider's weight to rest on the perineum.¹⁰

Interestingly, one study found that much more anterior saddle pressure is created when women use the drop bars than when men use them.⁸ Using this logic, it would stand to reason that mountain bikers would experience the least amount of problems, given that they spend the least amount of time actually seated on the saddle. One must consider, however, that mountain bikers may experience greater terrain-related vibrations that can cause micro-trauma.¹¹



The Pelvic Predicament **Figure 1** Image adapted from: OpenStax College, File: 809 Male Female Pelvic Girdle.jpg, Wikimedia Commons, licensed under Creative Commons 3.0 Unported, 2013
https://commons.wikimedia.org/wiki/File:809_Male_Female_Pelvic_Girdle.jpg

The Design Dilemma

While manufacturers keep devising new ergonomic design "solutions" for saddle pain, it is important to note that many of these "advancements" are not supported by academic research, particularly when it comes to the female anatomy. Before an academic researcher publishes findings in a scientific journal, the study typically undergoes a rigorous peer-review process during which other experts evaluate the researcher's methods and agree with their findings.

On the other hand, many claims made by manufacturers undergo no such scrutiny. It is likely that these manufacturers do compile research when designing new saddles, and one can appreciate the need for a company to protect its intellectual property. However, since this research isn't published, it is hard for consumers to

distinguish fact from conjecture. As a result, there is a lot of conflicting information, all of which claims to be the result of "research".

For example, there are currently two different saddle manufacturers whose research justifies their decision to not offer gender-specific saddles. One company suggests that women's IT's are not all that much wider than men's, and the other suggests that because women have smaller pelvises, they don't actually require wider saddles than men. As noted previously, the academic research is clear: most female riders do benefit from a wider saddle.⁸

The cutout is another gray area. Many manufacturers claim research demonstrates that the cutout offers relief from perineal pain, whereas others shun the cutout, claiming it places undo pressure on the tissues that rest along the outside of the cutout. New information has emerged suggesting that some women's labial tissue actually swells while riding, causing it to get sucked into the cutout, thus creating discomfort. Among those manufacturers making this argument, some suggest the length of a women's labia minora tissue (whether they are an "innie" or an "outie") may be a factor.

While there have been a few academic studies regarding saddle cutouts, the results are ambiguous. Some suggest the cutout helps perineal issues, while others suggest the cutouts may actually be the cause of problems.¹² I was unable to find any academic research that took individual labial or other genital measurements into account.

Considering the wide variance among women's genitalia, this is an area that could probably stand to be researched, but the truth is right now we simply do not have enough information to draw conclusions. As such, each individual woman will have to find the saddle that works best for her. Saddle fitters can help with IT measuring, but otherwise the search for the right saddle may come down to trial and error.

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The IPMBA Board

THE IPMBA BOARD

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Part II of *Women's Saddle Pain: When it Comes to Tulips, It's Not All Roses*, will offer advice on ways to alleviate saddle problems.

¹ Baeyens L, Vermeesch E, Bourgeois B. "Bicyclists' Vulva: Observational Study". *The BMJ* 2002;325:138-139.

² Chapelle, E. "The Truth About The Saddle Sore!" 2017 *Casquette.co.uk*; <https://www.casquette.co.uk/know-how/2017/4/22/saddle-lore>.

³ Guess MK, Connell K, Schrader S, Reutman S, Wang A, LaCome J, Toennis C, Lowe B, Melman A, Mikhail M, Gentil. "Sensation and Sexual Function In Women Bicyclists and Runners: Are Your Feet Safer Than Your Seat?" *Journal of Sexual Medicine*, 2006; 3; 6:1018-1027.

⁴ Horton K. "Stats Show Labiaplasty is Becoming More Popular", *Plasticsurgery.org* 2017; <https://www.plasticsurgery.org/news/blog/stats-show-labiaplasty-is-becoming-more-popular>.

⁵ Partin S, Connell K, Schrader S, Guess M. "Les Lanternes Rouges: The Race for Information About Cycling-Related Female Sexual Dysfunction". *Medicine and Science In Sports and Exercise*, 2014; 11; 8; 2039-2047.

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Image: Connexions Web site. <http://cnx.org/content/col11496/1.6/>, Jun 19, 2013.

Liz is a sergeant with the University of Guelph Campus Community Police where she supervises a platoon and oversees the organization's bike patrol unit. She has been an IPMBA instructor since 2006, was elected to the IPMBA Board in 2018, and is currently serving as Treasurer. A good day for Liz involves a backcountry trail and a cold beer; when she's not enjoying either she can be reached at ebouchard@police.uoguelph.ca.

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Making the Case for the PepperBall® FTC™ Launcher

by Jason Bain, PCI #1046-B/EMSCI #278-B
Saint Paul (MN) Police Department
IPMBA Industry Liaison

Throughout my time as a member of a Bicycle Response Team (BRT), and now as a sergeant, I have wished for an alternative non-lethal option than the MK-9, which is standard issue for my department's team. Our BRTs are being called upon more and more to assist with events ranging from First Amendment marches, school parades, and marathon escorts to more contentious situations like presidential rallies. In my opinion, having more options is always a good thing.

I know of departments that equip their BRT team leaders with hand-tossed smoke, blast balls, inert blast balls, stinger balls and/or OC blast balls. I have also seen team leaders deploy with 40mm launchers, which they carry in small, compact backpacks. All these munitions are very effective for BRTs, since we are typically the first officers who arrive on scene when a crowd has become aggressive or actively resistant. The problem with these munitions is that you are restricted by the number of items you can carry due to the size of the hand-tossed munitions as well as that of the 40mm launcher and rounds.

My department currently equips patrol officers with the PepperBall® TCP™ (Tactical Compact Pistol) launcher for day-to-day deployment. After becoming a PepperBall instructor for my department, I started thinking that our BRTs should also have PepperBall launchers. The department is currently in the process of researching and developing a policy for the use of PepperBall launchers for crowd control and dispersal.

While it is small enough to fit onto a standard duty belt, the problem with the TCP is that it only carries six projectiles in the magazine, and there are only two magazines per launcher. This is fine for regular deployments, but not as effective in a crowd. So I set about researching alternatives.

PepperBall offers five launchers with various capacities and ranges. Of the ones currently available, the model I believe that would be the best fit for our BRT is the FTC™. This launcher does not have the appearance of a patrol rifle; instead, it resembles a paint ball launcher. It

could be carried in a small backpack with extra hoppers of projectiles as well as extra high pressure air tanks. Each hopper holds approximately 180 projectiles and each



high pressure air tank can launch 200-230 projectiles. PepperBalls are about the size of a small marble and only weigh three grams each. The high projectile capacity, the compact size, and the light weight are attractive features for Bicycle Response Team members.

BRT members could deploy the PepperBall projectiles towards advancing active resistant or violent crowds to disperse them prior to having to confront them. These projectiles can be launched from up to 150 feet away from the crowd, reducing the likelihood of the face-to-face confrontations that are so common when holding a line. In addition, an officer would be able to carry many more projectiles than the

40mm or other hand-tossed munitions.

PepperBall carries nearly 20 types of projectiles including LIVE .5% PAVA payload, LIVE X 1% PAVA payload, green paint solution marking projectiles, and inert. All of these projectiles are operational in temperatures ranging from minus 30 F (-34 C) to 150 F (65 C), which would serve the needs of almost any BRT anywhere.



I am not suggesting that we completely get rid of the hand tossed munitions, MK-9's or the 40 mm launchers, but I am suggesting that Bicycle Response Team members consider using the PepperBall FTC launcher to supplement your non-lethal crowd dispersal tools. If your BRT has experience with this or similar non-lethal options, please contact me with your opinions.

Photos courtesy
www.pepperball.com.

Jason Bain has been a police officer for 24 years and is now assigned to the Special Operations unit of the Saint Paul Police Department. He has been an IPMBA member and Instructor since 2007. He was the 2012 IPMBA Conference co-chair. He was elected to the the IPMBA Board in 2016 and currently serves as Industry Liaison. He can be reached at jbain7004@msn.com.

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INDUSTRY

by David Dager, #1170TB -3017TB
University of Pennsylvania Police Department

While staffing the IPMBA booth at the 2019 Police Security Expo in Atlantic City, New Jersey, I was approached by Julia Oien from the Ear Phone Connection. Julia convinced me to stop by their booth to test their wireless PTT finger transmitter and lapel microphone system. I gave it a quick test. It seemed nice, it worked, and it felt comfortable, but that was only for a few minutes. I think they noticed that I was skeptical. They offered to send me one to test that matched up to my portable radio at work. I agreed, and a week later it arrived.

Now it was time for the big test! I had lots of questions. How secure is the thumb mount? Will the earpieces fit correctly? Will it be comfortable? Is it easy to connect to the portable radio? Where should I attach the lapel transmitter? Where should I clip the earpiece clip? What do I do with all the wires?

My Findings

The wireless PTT Transmitter mounts easily and securely.

The earpiece was comfortable and clipped easily on my lapel to keep it secure while riding.

The system was easy to connect and disconnect when needed from the portable radio.

I was able to attach the lapel microphone exactly where I used to attach my old radio microphone.

The earpiece was comfortable and clipped easily on my lapel to keep it secure while riding.

After several different attempts, I was able to tuck the excess wires between the magnets of my body camera.

Officer Safety

The earpiece was comfortable and enhanced my ability to hear other sounds. There is safety in silence; it is nice that others around you cannot hear the radio transmissions, especially while checking someone for warrants.

I did several radio tests with our dispatchers; they could not tell that I was using a wireless PTT transmitter. Transmissions were clear, and there was no outside interference, e.g., wind or street noise.

The second test (in my mind) was responding to a partial scaffold collapse, riding through the center of campus, with heavy pedestrian traffic. It was nice not to have to remove my hand from the handlebar to transmit.

I highly recommend this system for bicycle patrol!

Images courtesy Ear Phone Connection.

Officer David Dager has been with the University of Pennsylvania since 1991 and has been assigned to the UPPD Police Bike Unit since June 1995. He also served 4 ½ years with Haverford Twp. Police. He has been an IPMBA Instructor since 2010 and an Instructor Trainer since 2015. He can be reached at dave.dager@gmail.com.

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IPMBA 2020 | DAYTON

by David Cohen

Maryland National Capital Park Police Reserve Unit

The concept of Daytime Running Lights (DRLs) is certainly not new. They were developed for cars, mostly in Northern Europe and Scandinavian countries where the winter days are short and light is low, and in countries like Great Britain, which have more than their share of murky weather. The idea was that the lights would run at X percent of the full headlight power so that cars could be seen under less than optimal lighting conditions. DRLs eventually made their way to the United States and are now standard equipment on most new cars.

Recently, DRLs have made inroads within the cycling community. While night lighting has been around in some form almost as long as bicycles, lighting technology over the past 15 years has dramatically improved with the introduction of HID and LED lighting. Once promoted only for lighting up the night, this technology has been brought to daytime riding.



There is a dizzying array of DRL-type lighting available. Many are very cheap, have cutesy names like “SuperBright”, and can be ordered from Amazon. I have learned that the cheap lighting is inexpensive for a reason. Features like battery life and ruggedness are severely lacking. Still, even cheap lighting is better than no lighting.

I’d recommend purchasing a light from a reputable brand. I picked up a set of Bontrager Ion 200 RTs. They were not cheap, retailing at \$114.99 at my local bike shop. However, the quality of the product is head-and-shoulders above the flimsy “dime-a-dozen” LED lights. And, frankly, do you really want to skimp when it comes to safety?

As with lights for night riding, lumens are the lighting measurements for DRLs. Unlike night-time illumination, however, DRLs do not need to put out 900 lumens. I’d recommend a DRL with no less than 100 lumens, but for daytime lighting

purposes, anything over 300 is probably overkill. According to Bontrager, the 200-lumen unit can be seen at a distance of about 1.25 miles (2 km) on its “Day Flash” setting.

While many riders only opt for the rear-facing red light, statistics have borne out that only a small percentage of bicycle crashes occur from a driver overtaking from the rear. Most occur from the front, with a driver

Gears & Gadgets:

making a turn in front of the cyclist being the most common cause. That does more than suggest that a forward-flashing DRL is every bit as important as a rear-facing one.

So, do they work? Studies from the automotive world point to the lights’ role in reducing motorcycle crash risk by 4-20% (varies by country) and crashes involving passenger vehicles by 5-10%, depending on country and vehicle type.

While several studies mention the effects of automobile DRLs on cyclists and pedestrians, I was unable to find any studies of the effectiveness of bicycle-mounted DRLs. In my own experience, they appear to make a difference, as the number of instances when a driver decelerates while approaching me has noticeably increased. I also find them effective on hiker/biker trails as a way of making pedestrians and oncoming riders much more aware of my presence.

While on duty as an auxiliary with the Maryland-National Capital Park Police, I employed DRLs during the July 4th fireworks detail as well as while patrolling the Capital Crescent Trail, one of the busiest multi-use trails in the country. Compared to previous patrols without the DRLs, it seemed we were more easily spotted by both vehicular and pedestrian traffic.

As a driver, I’ve noticed that I am able to detect a blinking DRL at ranges beyond which my eyes are able to perceive the actual bike and rider. The 1.25 mile (2 km) range claimed by Bontrager appears to be close to reality, based on my experience of driving along a secondary road in Delaware and being able to discern a cyclist using DRLs at one mile (1.6 km) distant.

I would surmise that, yes, DRLs for bicycles do work. Certainly, there are times when visibility may not be as important as being stealthy. In those cases, the patroller can simply extinguish the lights.

(Continued on page 25)

Daytime Running Lights



However, for all other times, including routine patrolling, DRLs should be considered as essential as a helmet or gloves. Other than off-road riding on singletrack trails, DRLs should also be an essential part of your off-duty kit. As I mentioned above, cheap DRLs are still better none, but the extra dollars you spend could very well save your life.

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Photos courtesy Bontrager/Trek Bicycle Corporation.

Gears & Gadgets is a blog written by David Cohen #1116. It features various repair tips and tricks that David has picked up in nearly 25 years of cycling, including 12 years of public safety cycling. Gears & Gadgets will also periodically review some of the latest "gadget" items of potential interest to public safety cyclists. The advice and opinions in this column are solely the author's and should not be interpreted as IPMBA mandates or recommendations unless explicitly stated.

David is a 12 year volunteer with the Maryland-National Capital Park Police. When he isn't riding or tinkering with bicycles, David can be found tinkering with vintage cars or World War II airplanes. An avid historian, David enjoys researching and writing as well. He can be reached at onyx@sax@aol.com.

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The Power of Inclusion

by Allan Howard, PCI #001
Dayton (OH) Police Department (ret.)

I'm sitting here at the computer, nearly thirty years after I first wrote about police cycling. I can't believe it's been that long. I look forward to each passing year for IPMBA because it keeps gaining momentum. One of the main reasons for that momentum can be summed up in one word: inclusion. The founders of IPMBA sought to include everyone who served citizens as public servants on bikes, not just those who could afford the big bucks a scant few "experts" were

I've said it before and I'll say it again: if being a public safety cyclist is what you do, ask yourself what you're doing to help your fellow members and potential members. We all have different skill sets and experiences; is there something you can bring to IPMBA to make us safer or further our cause? If so, get involved with a committee or the board, write an article or review a product, or anything else that continue to move us forward. Everyone has to take a turn

at the front if we are to move as fast and efficiently as a paceline of riders.

We just wrapped up another holiday season, which, of course, includes gift-giving. If you are in the position to do so, and feel the desire to offer more than the minimum dues payment, please consider making a

tax-deductible donation to IPMBA, a registered 501(c)(3). Your gift could mean the difference between someone getting the best possible training or being injured or killed on the job. Your support helps IPMBA disseminate important information and training to those that need it because of the special circumstances of our work.

In 2019, I had the good fortune to attend several local and regional IPMBA courses and the IPMBA



Greg LeMond and Allan

Conference in Fort Worth. I also had the opportunity to visit with bike cops/friends at the US Pro Championships in Knoxville while rubbing elbows with the likes of Jeff Pierce of Team 7-Eleven (one of only two Americans to win the final stage of the TDF) and Greg LeMond, the other one, who bested Laurent Fignon by eight seconds to seize his third TDF victory. Spending time and talking with these guys was surreal; both are very gracious and fan-oriented.

Hanging out with them and watching the racing from the VIP tent was very cool, but the best memories of that trip are of the time spent with fellow public safety cyclists. Push come to shove, they will save the day when it needs saving, just as the five officers and one sergeant did in Dayton when a night on routine patrol turned into a response to a premeditated mass shooting. Three of those officers were IPMBA-trained.

This past year, it seemed like everyone and everything was against Dayton, including the weather, in the form of tornados. But rest assured, when you arrive at Dayton in a few short

months, you will have a great experience. I will be there to see old friends, make new ones, celebrate 30 years of IPMBA conferences, and have one of the best times of my life. I can't wait.

— Allan

Photos courtesy Allan Howard.



Allan and Tommy Turner

charging to teach skills and tactics. Courses were few and far between, and what's even worse, some of it was pure malarkey; even to the point that if followed, it could get someone killed.

Times, training, and equipment have changed, but one thing has remained constant: the need for organization, training, standards, and discourse among all who do the jobs we do. There can't be any "secret handshakes" or "need-to-know" hierarchy if we are to use our bikes to save lives, be they those of citizens, co-workers or ourselves. I believe IPMBA does it best because of our inclusion. No matter what your role in public safety cycling is, IPMBA has your best interests at heart and has served your public safety cycling needs longer than anyone else in history. For that, we can all be proud.



Jeff Pierce, Allan, and Jim Piekenbrock

IPMBA Remembers



Police Officer Stephen Carr
Fayetteville Police Department, Arkansas
End of Watch: December 7, 2019

Biographical Info

Age: 27
Tour of Duty: 2 years, 8 months
Badge #: 413

Incident Details

Cause: Gunfire
Date of Incident: December 7, 2019
Weapon: Handgun
Suspect: Shot and Killed



Police Officer Stephen Carr was shot and killed in an unprovoked attack as he sat in his patrol car in the Fayetteville Police Department's rear parking lot at about 9:40 pm.

He was waiting for his partner to return from inside the police station when a subject approached him and opened fire without warning, killing him. Officers inside of the station heard the shots and immediately responded. They pursued the subject into an alley next to the police station and fatally shot him in an exchange of gunfire.

Officers and paramedics provided aid to Officer Carr, but he succumbed to his wounds.

Officer Carr had served with the Fayetteville Police Department for 2-1/2 years and was assigned to the Bicycle Unit, which is responsible for patrolling the Dickson Street Entertainment District and the Uptown District. The unit has 18 fully-equipped police mountain bicycles and the bike officers are responsible for covering their assigned beats, along with special events such as the University of Arkansas football games, Bikes, Blues & BBQ, the Joe Martin Stage Race and Lights of the Ozarks. He attended the IPMBA Police Cyclist Course held March 18-22, 2019, in Bentonville, Arkansas.



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Two “Chaps” Go to Bike School

by Lloyd “LJ” Larry, Chaplain
Mount Vernon (OH) Association of Police Chaplains

Sixty miles. Fifty questions. Nineteen drills. Five days. Seven crashes. Those are my measurable stats from bike school. But Jon and I are different than all the other guys and gals in the class – we are chaplains. When we pulled into the parking lot early that Monday morning, we parked next to a family of law enforcement cruisers from all over Ohio. Doubtless there were two other officers within our Buckeye borders who coveted our spots in the class, but the instructors allowed us to join. We took seats in the back row and looked around the room. Everyone everywhere was an LEO, except for us. Although we serve the officers in our city, we didn’t know if they would want us in their class.

It felt a little like the first day of junior high, when everyone else was wearing Nikes and I was wearing Voits. But we hadn’t even made it to lunchtime before the instructors and classmates made us feel wanted – and not in a “we have a warrant for your arrest” kind of way.

While we were eager to be there, there were some who questioned having a bike school at all. Isn’t riding a bike like riding a bike? You never forget how, right? Surely you can’t fill five days with teaching grown men and women how to pedal. **Yes, you can.**

We filled five days learning how to use the bike as a tactical barrier between us and the bad guys. When and where to dismount to allow us a running start to

chase the bad guys. How to maneuver through thousands of people at a fair or festival without our feet touching the ground. How to go up and down stairs on the bike without losing our balance. How to go up and down curbs. And hills. How to make split-second decisions on the bike without losing our lives or limbs. Where to position ourselves as contact and cover officers. And how to hook-slide on the bike to stop the bad guys and – most importantly – wow the fifth graders.

Some of those were drills we had to perform to pass the class. And then there was “the box”. I would rather be in an interrogation box than in this one. Nine feet of clearance surrounded by orange cones that taunted me on all sides. The object is to ride around inside three times clockwise and three times counterclockwise without touching a single, solitary cone and without your feet touching the ground. As each officer took a turn inside the box, I wondered what I was going to do. Honestly, I wondered what I was doing there. Surely, they taught maneuvers like this at OPOTA (Ohio Peace Officers Training Academy). I was already playing catch-up, and it was just the first day.

When it was my turn, I pedaled my 6’1” frame into the box and started turning. I took out my first cone on my first turn. This was going to be a long week. I didn’t know what to expect from my group. Would they cheer me? Jeer me? Tell me to go home to my Bible study and let the real cops do the work? I clearly didn’t belong there. I didn’t have a duty belt or a

gun; just a badge and a blue ballistic vest that reads “CHAPLAIN” in bold, white letters. There was no fitting in. I clearly stood out. After I left a few dead cones in my wake, the instructor looked at my bike and said, “Oh, I see. You’ve got 29” wheels. That’s going to make it harder for you.” Joy.

But the officers in my small group cheered me on. The other six guys and gal treated me like one of them. They didn’t see me as an interloper; they saw me as a friend. I still didn’t belong in the box, but thanks to them, I did belong in the class. When I went home that night, I wondered if I would even pass the class since I couldn’t ride the box. But when we were finally tested, I passed.

The rest of the week, they called me “Chap,” “Chappie,” and “El Chapitan.” Some even affectionately called me by my legal name, “Lloyd.” My chaplain colleague, Jon, crushed one of the more difficult obstacle courses. Officers playfully lobbied to get him a gun since he was training as well as they were. We ran with them. Rode with them. The instructor even allowed us to play orange gun drills with them.

My chaplaincy training warned me that law enforcement officers are guarded and hard to get to know, but I found out after five days in May at an IPMBA class, the twenty-nine officers and deputies in my class are more than just cops on bikes. They care for their cities and counties. They care for their families. They care for each other. They even care for chaplains.

Photos by Travis Reis.

LJ serves as pastor of Apostolic Church in Mount Vernon, Ohio. In April 2018, he and a team launched the Mount Vernon Association of Police Chaplains, serving first responders in Knox County.



Chaplain Jon Wishner



Chaplain Lloyd “LJ” Larry

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CONGRATULATIONS, NEW INSTRUCTORS!

IPMBA Instructor Course Graduates – October 7-11, 2019 – Salem, Oregon

Paris Aguirre, Fort Worth Police Department, Fort Worth TX; **Aaron Butcher**, Oregon State Police, Corvallis OR; **Matt Dedert**, Saint Louis Community College Police Department, Saint Louis MO; **Clint Driscoll**, Neenah Police Department, Neenah WI; **Alain Gagnon**, Fort Myers Police Department, Fort Myers FL; **Kevin Gonzalez**, City of Miami Police Department, Miami FL; **David E. Hafer III**, Fort



Worth Police Department, Fort Worth TX; **Enrique Hernandez**, Passaic Police Department, Passaic NJ; **Mark D. Inman**, Milwaukie Police Department, Milwaukie OR; **Kelly Katsikis**, Oregon State Police, Corvallis OR; **John Lopez**, Passaic Police Department, Passaic NJ; **Zack Merritt**, Salem Police Department, Salem OR; **John Mikus**, New Castle County Police Department, New Castle DE; **Ivan Miranda**, City of Miami Police Department, Miami FL; **Julien Ponsioen**, Metro Vancouver Transit Police, New Westminster BC; **Adam Shimer**, Oregon State Police, Bend OR; **Sean Suarez**, Vancouver Police Department, Vancouver WA; **Andres Valdes**, City of Miami Police Department, Miami FL.

And welcome new Instructor-Trainer, Larry Fuchtmann, Arizona State University Police Department!

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IPMBA congratulates **Thomas Zermeno** of the Norman (OK) Police Department and **Larry Fuchtman** of the Arizona State University Police Department on having attained the status of Instructor-Trainer.

Thomas completed his student teach during the Instructor Course in Grand Rapids, Michigan, August 26-30, 2019. He attended the IPMBA Police Cyclist Course in July 2011 and the IPMBA Instructor Course at the 2013 IPMBA Conference in Baton Rouge, Louisiana. He obtained his EMSCI rating in November 2017. In his Instructor-Trainer application, Thomas stated, "I am enthusiastic about instructing for IPMBA and would love the opportunity to expand to teaching future IPMBA Instructors."

Larry completed his student teach during the Instructor Course in Salem, Oregon, October 7-11, 2019. Larry attended his police mountain bike training at Arizona State University in November 1999 and completed the IPMBA Instructor Course held in November 2003, in Scottsdale, Arizona. He amassed nearly 12,000 teaching hours the ensuing 16 years. In his Instructor-Trainer application, Larry noted, "I recognize the importance of IPMBA as an organization. Without the support of a professional group such as IPMBA, public safety cyclists would not have access to standardized and tested instruction. Or worse, they would receive instruction that could put them in harm's way."

Guided by veteran ITs Rance Okada, Mitch Trujillo, and David Millican, Thomas and Larry have demonstrated their skills and their commitment to ensuring the quality of IPMBA training into the future. We thank them and the rest of the Instructor-Trainers who volunteer their time and talent for this purpose. Congratulations and welcome to the cadre! (See pictures on page 32.)

Thank You, Long-Time IPMBA Members

The following individuals have been members of IPMBA since before 1998, when IPMBA was a program of the League of American Bicyclists. Many have continued to sustain their memberships even as they have taken on other assignments, accepted promotions, switched agencies, and retired. We thank them for supporting us through the uncertainties of separation and throughout our years as an independent association. It is because of them, and all IPMBA members, that we continue to provide the best, most complete training for public safety cyclists!

Colin Alexander, Columbus Police Dept., Columbus NE; **Michael Anderson**, Saint Louis Metropolitan Police Dept. (Ret.), Saint Louis MO; **Kirby J. Beck**, Coon Rapids Police Dept. (Ret.), Coon Rapids MN; **Jim Howell**, Troy Fire Dept. (Ret.), Troy OH; **John H. Brandt**, The Universities at Shady Grove Security, Rockville MD; **Edward F. Brown**, Orange County Fire & Rescue (Ret.), Orlando FL; **William Butters**, Virginia Commonwealth University Police Dept., Richmond VA; **Patrick Collins**, Wilmette Police Dept., Willmette IL; **Stanley Cosper**, Southern University at New Orleans Public Safety, New Orleans LA; **Doug Dillon**, Houston Police Dept., Houston TX; **James B. Elliott**, Connecticut DMV, Wethersfield CT; **Hans Erdman**, Team Ortho Foundation, Minneapolis MN; **Stephen Estes**, West Hartford Police Dept., West Hartford CT; **William Findley**, Casa Grande Police Dept. (Ret.), Casa Grande AZ; **Alan J. Friedland**, Moline Police Dept., Moline IL; **Gary Gallinot**, Santa Monica College Police Dept., Santa Monica CA; **Daniel Ganzel**, Palm Beach County Sheriff's Office (Ret.), West Palm Beach FL; **Jeffrey Glaude**, Farmington Police Dept., Unionville CT; **Artie L. Gonzales**, Topeka Police Dept. (Ret.), Topeka KS; **Ron Gorski**, Scottsdale Police Dept. (Ret.), Scottsdale AZ; **Lou Ann Hamblin**, Van Buren Township Police Dept. (Ret.), Belleville MI; **Michael Harris**, Mill Creek Police Dept. (Ret.), Mill Creek WA; **Scott K. Hickey**, Fort Lauderdale Police Dept. (Ret.), Fort Lauderdale FL; **Bernard S. Hogancamp**, Homewood Police Dept. (Ret.), Homewood IL; **Allan Howard**, Dayton Police Dept. (Ret.), Dayton OH; **Donald Hudson**, Los Angeles Police (Ret.), Los Angeles CA; **Lyle Hunter**, Loyola University Dept of Pub Safety, New Orleans LA; **Bruce Jackson**, George Mason University Police Dept. (Ret.), Fairfax VA; **Mike Johnston**, Utah's Hogle Zoo Dept. of Public Safety, Salt Lake City UT; **John Kerrigan**, Midland Police Dept., Midland TX; **John Koelsch**, Lyon County Sheriff's Office, Emporia KS; **David Kravatz**, City of Bethlehem Police Dept., Bethlehem PA; **Tom Madera**, Yale University Security Dept., New Haven CT; **Rick Magnuson**, Aspen Police Dept., Aspen CO; **Craig Malley**, Scottsdale Police Dept., Scottsdale AZ; **Monte May**, Kansas City Police Dept., Kansas City MO; **Paul Melanson**, Farmington Police Dept., Unionville CT; **Neal Mitchell**, San Antonio Police Dept. (Ret.), San Antonio TX; **Robert Moore**, Portland Police Dept. (Ret.), Portland IN; **S. Michael Murphy**, Upper Moreland Township Police Dept., Willow Grove PA; **Erno Nandori**, Bridgeport PD (Ret.)/CT ENCON Police, Bridgeport CT; **Scott Niwa**, Anchorage Police Dept., Anchorage AK; **Darren S. Nyce**, Upper Dublin Township Police Dept., Fort Washington PA; **Ranceford Okada**, Westminster Police Dept. (Ret.), Westminster CO; **Terrence Pierce**, Gainesville Police Dept., Gainesville FL; **Christopher Porter**, Abington Twp Police, Abington PA; **Brian M. Price**, Palm Beach County Sheriff's Office, W. Palm Beach FL; **James F. Reif**, Upper Darby Police Dept., Upper Darby PA; **Randy Richardson**, Biola University Campus Safety, La Mirada CA; **Jim Roy**, Topeka Police Dept. (Ret.), Topeka KS; **Clint Sandusky**, Riverside Community College Police (Ret.), Riverside CA; **Alberto Santiago**, Rochester Police Dept., Rochester NY; **John Schmoyer**, Swatara Township Police Dept., Harrisburg PA; **Sherry L. Settelen-Svejkovsky**, Delray Beach Police (Ret.), Delray Beach FL; **Alan L. Simpson**, Pompano Beach Police Dept. (Ret.), Greenwood IN; **Richard Sulfsted**, Cincinnati Police Division District 4, Cincinnati OH; **Stephen R. Superba**, Hampshire College Dept. of Public Safety, Amherst MA; **Hernandez Thomas**, Newark Police Dept., Newark NJ; **William Timson**, LaVergne Police Dept., LaVergne TN; **Richard N. Troy**, University of Pittsburgh Police Dept., Pittsburgh PA; **Mitch Trujillo**, Boulder Police Dept., Boulder CO; **Kathleen Vonk**, Nevada Highway Patrol, Las Vegas NV; **M. Craig Wainman**, Freeport Police Dept., Freeport IL; **M. Craig Walsh**, Glendale Police Dept., Cincinnati OH; **John F. Washington**, University of Pennsylvania Police Dept. (Ret.), Philadelphia PA; **Richard Wayock**, Lower Merion Township Police Dept., Ardmore PA; **Clarence A. White, Jr.**, Indianapolis Police Dept. (Ret.), Indianapolis IN; and **Tom Woods**, Denton Police Dept. (Ret.), Denton TX.



Attention Indiana Instructors!

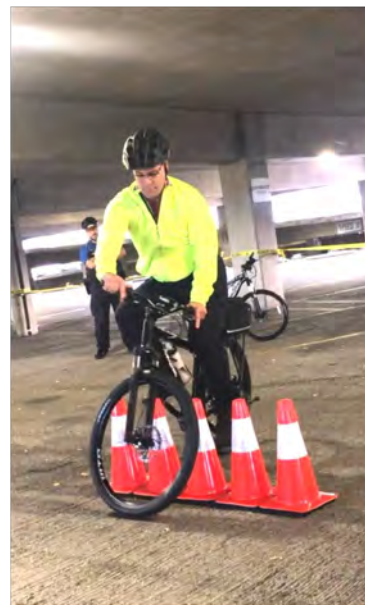
We are pleased to announce that the Indiana Law Enforcement Training Board has renewed IPMBA's status as a Training Provider for Indiana Law Enforcement Officers through September 30, 2022. Our training provider number is #36-6206225. If you use IPMBA's provider number, you are to give the following to each person who completes the training: 1) the training provider number; 2) a course number assigned by you; 3) the number of training hours (not including registration, breaks, meals, or graduation exercises; and 4) the expiration date. If you have any questions, please direct them to your training division or the Indiana Law Enforcement Training Board.

IPMBA's New Instructor Trainers

See story on page 31.



Thomas Zermeno



Larry Fuchtman

≡≡≡ IPMBA Members on the Move

Christopher Langmeyer, retired from Framingham (MA) Police in 2015, now with Customs & Border Protection in Boston.

Michael Soltis, Ingham County (MI) Sheriff's Office, retired, now with Gratiot County (MI) Sheriff's Office.

John Novela, Los Angeles (CA) Fire Department, retired

Brian Wonderly, formerly with Lawrence (KS) Police, now with Arvada (CO) Police.



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temperature. With what appears to be an increase in weather extremes, you may find yourself operating in adverse conditions during periods you do not normally associate with those conditions. For instance, last April, our department worked a large community detail in temperatures that started out below freezing. I certainly did not expect the weather in Maryland to be so cold in early April, but because I had become acclimated during my winter training, I was able to operate my bicycle effectively.

There are considerable health benefits to cold weather exercise. Because your body has to work harder in colder weather, it burns more calories. The body will convert unhealthy white fat cells to the beige fat cells, which are metabolically active to produce heat. Maintaining your fitness during the winter also means you have less “catching up” to do once the temperatures start to rise. Besides, it is always beneficial to exercise. As my doctor once told me – simplifying matters, I’m sure – “moving blood doesn’t clot”.

In addition, some studies suggest that outdoor exercise alleviates the symptoms of Seasonal Affective Disorder and helps you think more clearly. There is no doubt it will make you more alert; a ride in subfreezing temperatures will wake you up better than the strongest coffee!

Layer Up!



Photo courtesy Ramon Okada

Miami (FL) Instructor Course candidate suited up for Oregon’s “frigid” fall temperatures.

Comfort is the key to cold-weather riding. Wearing multiple thin layers is more effective than fewer, thicker layers. Again, as I’ve aged, I found I wear more layers (or heavier layers) at various temperature points than I did when I was younger. Everyone is different, and everyone seems to have a different definition of “cold”, so the most important things are to feel comfortable and to be able to move freely.

You don’t want to end up like Ralphie’s brother in *A Christmas Story*!

For the upper body, I am a big fan of Under Armour® products and usually

select the ColdGear® crew shirt as my base layer for sub-40 degree (about 5 Celsius) temperatures. It is both comfortable and durable. When temperatures dip below 28 degrees (sub-zero Celsius), I don an Under Armour HeatGear® crew as a base layer under the ColdGear shirt. Then I layer on a regular cycling jersey and a windbreaker.

With the legs, I wear standard cycling shorts under leggings. I cover the leggings with Bellwether® rain pants, which act as a windbreaker for your legs. Again, in sub-freezing temps, I wear Under Armour ColdGear long johns under my cycling shorts, leggings and rain pants.

A good pair of winter gloves will usually keep your hands warm down to around freezing. You can double-up by wearing glove liners or nitrile gloves, although those don’t breathe as well. Snowmobile gloves worn with glove liners are very effective for temperatures below 25 degrees (-4 Celsius). Split-finger mittens (a.k.a. “lobster mitts”), which offer the warmth of a mitten without total loss of dexterity, or pogies (mitts that attach to the handlebars into which you insert your gloved hands) are also options.

My feet are usually the hardest part of my body to keep warm. I own an older pair of Lake MXZ winter cycling boots. To help retain heat, I purchased a pair of toe caps for them. Socks are usually a bit tricky because if you wear two pair, you can cut off circulation if your footwear does not have room for double layers. I find wearing thin dress socks as a base layer under a heavier sock generally works. However, my “secret weapon” is plastic freezer bags; just cut off the zip-lock part with a pair of scissors and slide them over your socks for insulation.

You definitely do not want to forget your head. Headbands work well to keep your ears warm, but they leave the top of the helmet open to the cold. My favorite cold

weather gear is a cold weather helmet liner, which covers your entire head and ears. It keeps your head nice and toasty down to the freezing mark. At sub-freezing temperatures, I employ a balaclava to cover up my face.

Is Your Bike Ready?

Now that you’re ready, let’s take a look at your bike. With most bikes, components don’t work as well as they normally do. Derailleurs stick, brakes become hard to modulate, shocks stiffen, and lubricants thicken. Any fault your bike demonstrates during warm weather, such as a balky shift, will only be exacerbated by the cold. So before you ride, make sure your bike is in a well-tuned condition.

Even the best-tuned bike, however, is likely to develop problems that are beyond your control. One of the most common is that the mineral oil in hydraulic-equipped brakes tends to get thicker. This can result in air bubbles in the lines, making it necessary to pump the brakes to get full power, or a very sluggish response.

Some mountain bikers who ride frequently in sub-freezing conditions will purge the mineral oil from their brake systems and replace it with DOT 5 brake fluid for automobiles. Personally, I would not recommend this, as brake fluid is far more corrosive and toxic than mineral oil.

I once read that a poll of mountain bikers revealed that the majority own an old hardtail that they just can’t seem to part with. I am certainly no exception. The good news is that you can justify the space in your bike storage area if you ride in cold weather; old school components tend to be a bit more cold-proof than a lot of newer ones. My “old hardtail” is a 2001 Trek 8500. It has an eight-speed drivetrain, cable-actuated disc brakes and an elastomer-type shock. The eight-



Under 20 degrees? Cover much more than the knees!

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speed drivetrain is superior in many ways to the nine- and ten-speed drivetrains because of the thicker chain, which provides more spread on the rear cassette. That, in turn, translates into more reliable shifting. The cable-actuated brakes are not susceptible to the same issues as hydraulic brakes and will stop effectively under almost any conditions if applied correctly.

I don't use a winter-specific tire, but I do pay attention to tire pressure. If you inflate your tires to 25 psi indoors, for instance, the tire pressure is going to fall once exposed to colder temperatures. However, the tire casings will be harder in colder conditions, so it ends up being a wash. I equip my "winter bike" with big knobbies, as they tend to shed mud better than the small-knobby tires. While I certainly do not encourage riding in muddy conditions as it causes trail damage, sometimes you have to deal with mudholes.

Over the past few years, "fat bikes" have become popular for winter riding. These "fatties" have tremendously oversized tires with wide footprints and do well in muddy and snowy conditions. The downside is that the rolling resistance of those huge tires makes them very sluggish under other conditions. My opinion is that winters in Central Maryland are not severe enough to warrant purchasing a fat bike, but if you live in a climate with considerably more snow, it may be something worth considering.

Getting Started

The first thing you may notice is that on hills which you typically ride in middle gears, you may have to ride in lower gears. This is perfectly normal. As the temperature drops, your body loses efficiency and it takes more physical effort to do things. Whatever you do, don't try to force yourself to run the same

gears you do in warm weather. Patience is essential. The object here is to keep your blood circulating, not set personal records or compete with another rider's profile on Strava.

If you ride on natural surface trails, it is best to get do so in temperatures below freezing, after the ground has hardened. The ride is going to be rough, as imperfections in the ground, such as frozen hoofprints and tire tracks, combined with the slower response of the suspension system, will lead to some bone rattling moments. That's okay; just take it slowly and look around. You will be amazed at what you can see on wooded trails once the foliage has retreated for the winter.

Even when it is below freezing, the sun can be strong enough to cause the ground

gear and spin your way through it. At some point, though, the trail surface will begin to get "greasy"; that is, the first ½ to 1 inch (1-3 cm) of trail surface gets slick and muddy. When this starts to happen, it is time to exit the trail. I've been on too many rides when, upon encountering these conditions, I think, "well, maybe the trail will be better further ahead". It never is, and besides, you don't want to negatively impact the trail.

Riding on the road or paved trails during the winter doesn't change much when the temperature drops (assuming dry conditions). Because you tend to be more exposed to wind, particularly on road rides, it is critical that you dress for the weather conditions. A paved surface will not vary as much as a natural surface, but the body is still less efficient at lower temperatures. The advice remains the same: run lower gears rather than mashing the pedals.

Many municipalities in the mid-Atlantic region dump copious quantities of salt and abrasives on the roadways when snow is threatened. While these abrasives have little impact on automobile tires, they can be very hard on road bike tires, such as the 700 x 23 size. I've suffered more flats on my road bike tires in the winter than at any other time. Generally, if abrasives and salt are being applied, the road bike gets put away until a good rain washes them off the road.

If you haven't been on the bike since temperatures were in the 50s and 60s (10-15 Celsius), it is better to acclimate yourself slowly to the colder temperatures rather than staying out for long periods of time. Start with 15 to 20 minutes and gradually work your way up to longer rides. I generally do not stay out for more than an hour, although sometimes I ride for as long as 90 minutes. In terms of how frequently to ride, my body definitely prefers to have at least one day of rest between rides. In general, I try to ride two or three times per week during the winter whenever conditions allow.

Snow Riding

Winter does lend itself to a style of riding not available during any other time of the year: snow riding. Most bicycles are capable of handling small amounts of snow, usually less than three inches



Warning or Challenge?

to thaw. You can usually tell when this is happening because your ride becomes more spongy, and it can feel like you're riding in quicksand, limiting your ability to get up speed. Once again, be patient. Trying to go faster over spongy trails usually doesn't work. Just pick a decent

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(about eight centimeters). Snow riding is a whole different dimension. The resistance from riding in the snow will give you a very intense workout. It is also an effective way to learn how to ride smoothly, as any abrupt input, whether stomping on a pedal or quickly turning the handlebar, may cause the bike to spin its wheels or slide out.

Low gears are essential for snow riding. Most of the time, I'm on the small chainring and seldom go past the third gear.

Sometimes, in very light accumulations, you can get away with low gears in the middle chainring. Momentum is your friend; once you stop, it is usually difficult to get the bike started again, and it gets progressively more difficult the deeper the snow.

The best part of snow riding is that you don't necessarily have to be on a natural surface trail. Many municipalities do not remove snow from paved trails, and these lend themselves perfectly to this kind of riding. A common obstacle on paved trails is the frozen footprints of other trail users, which make the ride pretty rough, even if your shock is still responding well.

The greatest hazard of snow riding in particular, but winter riding in general, is ice. Sometimes, if the ice is rough, you can still ride very gingerly across the surface. Minute control inputs – light on the pedals, steady on the handlebars and no brakes – are essential. On glaze ice, all bets are off. There really is no way to ride safely over glaze ice. That said, sometimes, if it is a small patch, you can ride over it and be back on a surface where you have traction by the time the bike starts to slide.

Indoors

Let's face it: there are going to be days that even the hardest of winter riders will not be able (or want) to ride, whether it is because of precipitation, high winds, or extremely cold temperatures (my personal limit is 15 degrees/minus nine Celsius). Fortunately, there are indoor options that will keep you on your bike, such as trainers and rollers. There is also a wide variety of stationary bikes, ranging from the basic mechanical spin bike to the technologically sophisticated "smart

trainer", but since those do not entail use of an actual bike, they will not be addressed in this article.

The trainer is a device which you hook up to the rear wheel of your bike and adjust the resistance. You'll need some kind of block to raise the front end of the bike to level it out. The advantage to the trainer is that you can just happily pedal away. You can also improve your spin by pedaling with one leg while focusing on achieving a smooth cadence. This



Rollers: When all else fails...

usually works best with clipless pedals, but any kind of retention works.

Rollers are like a treadmill for your bike. You set the bike atop the rollers and ride. If you are new at this, it is best to set up in a doorway so you can catch yourself should you lose your balance. The advantages of rollers are that you have to balance on your bike, and it will improve the smoothness of your cadence, as an uneven cadence will lead to "surging" on the rollers. There are some riders who get fancy and will bunny hop on the rollers. I'm not one of them and I really don't recommend it. You definitely have to pay attention while riding rollers as it is possible to drift off the rollers and crash. Yes, I've learned that one the hard way. Few things are more embarrassing than crashing your bike *inside* your house.

With either a trainer or roller, you want to have a bike with slick tires. If you try to do either with knobby tire bikes, it makes a pretty horrendous sound, like putting baseball cards in your spokes and amplifying it several times over.

Another semi-indoor winter riding activity is to set up indoor cone courses. Usually the easiest way to accomplish this is to ride inside your garage, space permitting, of course. While practicing

trackstanding, the dreaded "box" or slaloms won't provide the kind of cardio workout that you would have riding a trainer or rollers, they will help you maintain or even improve that all-important sense of balance.

Don't forget your upper body during the winter, either. On the days that I do not ride, I do upper body exercises. Like riding in the winter, I go for more repetitions at lighter weights. While bulk lifting gives you larger muscles and theoretically greater maximum strength, I find that doing more reps at lower weights provides more "usable strength", the kind you need for the daily activities of life. Fitness experts tend to agree that most people are better off using lighter weights and doing more reps because of the reduced risk of injury associated with pushing heavier weights. Maintaining muscle tone increases in importance as your body ages as it tends to help alleviate some of the aches and pains associated with getting older.

In Closing

It's easy to become a "couch potato" during the winter. It is cold outside, the days are shorter, and the house is so warm and comfortable. Often, the biggest obstacle to remaining active in cold temperatures is the mental hurdle. Buying the right clothing and equipment is easy, so once you make the decision to head out into the cold, you'll find that, with the right attitude, cold weather exercise can actually be quite enjoyable.

It is another tool in the public safety cyclists' training toolbox, and when your regular cycling season returns, you will be able to perform your duties more effectively. And that is what maintaining your fitness throughout the winter is all about!

Photos courtesy David Cohen except as noted.

David Cohen has been a volunteer with the Maryland National Capital Park Police, Montgomery County Division since 2007. When not riding or tinkering with bikes, David restores vintage cars and airplanes. In "real life" he is the CFO for Washington Talent Agency and plays keyboards and saxophones in their bands. He can be reached at onyx@sax@aol.com.

The Board Issue



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